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NOTICE OF MEETING **LICENSING PANEL**

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will meet on

TUESDAY, 2ND APRIL, 2019

At 6.00 pm

in the

COUNCIL CHAMBER - TOWN HALL, MAIDENHEAD

TO: MEMBERS OF THE LICENSING PANEL

COUNCILLORS CARWYN COX (CHAIRMAN), DAVID BURBAGE (VICE-CHAIRMAN), MALCOLM ALEXANDER, HASHIM BHATTI, PHILLIP BICKNELL, JOHN BOWDEN, GEOFF HILL, DAVID HILTON, MAUREEN HUNT, SAYONARA LUXTON, ASGHAR MAJEED, DEREK SHARP, JULIAN SHARPE, DEREK WILSON AND HARI SHARMA

SUBSTITUTE MEMBERS

COUNCILLORS NATASHA AIREY, CHRISTINE BATESON, DR LILLY EVANS, RICHARD KELLAWAY, JOHN LENTON, MARION MILLS, GARY MUIR, NICOLA PRYER, SAMANTHA RAYNER, SHAMSUL SHELM, JOHN STORY, LYNDA YONG, WISDOM DA COSTA AND CHARLES HOLLINGSWORTH

Karen Shepherd – Service Lead-Governance - Democratic Services - Issued: Date Not Specified

Members of the Press and Public are welcome to attend Part I of this meeting. The agenda is available on the Council's web site at www.rbwm.gov.uk or contact the Panel Administrator **Shilpa Manek on 01628 796310**

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AGENDA

PART I

<u>ITEM</u>	<u>SUBJECT</u>	<u>PAGE NO</u>
1.	<u>APOLOGIES FOR ABSENCE</u> To receive any apologies for absence.	
2.	<u>DECLARATIONS OF INTEREST</u> To receive any declarations of interest.	5 - 6
3.	<u>MINUTES</u> To confirm the Minutes of the meeting held on 8 January 2019.	7 - 10
4.	<u>CHANGES TO THE HACKNEY CARRIAGE TARIFF AT THE ROYAL ASCOT RACE MEETING</u> To consider the report.	11 - 18
5.	<u>DRAFT STATUTORY GUIDANCE ON NATIONAL MINIMUM STANDARDS FOR HACKNEY CARRIAGE AND PRIVATE HIRE VEHICLE LICENSING</u> To consider the report.	19 - 76
6.	<u>DATES OF FUTURE MEETINGS</u> The dates of the future meetings are as follows: Tuesday 2 July 2019 – 6pm – Council Chamber, Town Hall, Maidenhead Tuesday 8 October 2019 – 6pm – Council Chamber, Town Hall, Maidenhead Tuesday 21 January 2020 – 6pm – Council Chamber, Town Hall, Maidenhead Tuesday 21 April 2020 – 6pm – Council Chamber, Town Hall, Maidenhead	

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MEMBERS' GUIDE TO DECLARING INTERESTS IN MEETINGS

Disclosure at Meetings

If a Member has not disclosed an interest in their Register of Interests, they **must make** the declaration of interest at the beginning of the meeting, or as soon as they are aware that they have a DPI or Prejudicial Interest. If a Member has already disclosed the interest in their Register of Interests they are still required to disclose this in the meeting if it relates to the matter being discussed.

A member with a DPI or Prejudicial Interest **may make representations at the start of the item but must not take part in discussion or vote at a meeting.** The term 'discussion' means a discussion by the members of meeting. In order to avoid any accusations of taking part in the discussion or vote, Members should move to the public area or leave the room once they have made any representations. If the interest declared has not been entered on to a Members' Register of Interests, they must notify the Monitoring Officer in writing within the next 28 days following the meeting.

Disclosable Pecuniary Interests (DPIs) (relating to the Member or their partner) include:

- Any employment, office, trade, profession or vocation carried on for profit or gain.
- Any payment or provision of any other financial benefit made in respect of any expenses occurred in carrying out member duties or election expenses.
- Any contract under which goods and services are to be provided/works to be executed which has not been fully discharged.
- Any beneficial interest in land within the area of the relevant authority.
- Any licence to occupy land in the area of the relevant authority for a month or longer.
- Any tenancy where the landlord is the relevant authority, and the tenant is a body in which the relevant person has a beneficial interest.
- Any beneficial interest in securities of a body where:
 - a) that body has a piece of business or land in the area of the relevant authority, and
 - b) either (i) the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body **or** (ii) the total nominal value of the shares of any one class belonging to the relevant person exceeds one hundredth of the total issued share capital of that class.

Any Member who is unsure if their interest falls within any of the above legal definitions should seek advice from the Monitoring Officer in advance of the meeting.

A Member with a DPI should state in the meeting: ***'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations on the item: 'I declare a Disclosable Pecuniary Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Prejudicial Interests

Any interest which a reasonable, fair minded and informed member of the public would reasonably believe is so significant that it harms or impairs the Member's ability to judge the public interest in the item, i.e. a Member's decision making is influenced by their interest so that they are not able to impartially consider relevant issues.

A Member with a Prejudicial interest should state in the meeting: ***'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'***

Or, if making representations in the item: 'I declare a Prejudicial Interest in item x because xxx. As soon as we come to that item, I will make representations, then I will leave the room/ move to the public area for the entire duration of the discussion and not take part in the vote.'

Personal interests

Any other connection or association which a member of the public may reasonably think may influence a Member when making a decision on council matters.

Members with a Personal Interest should state at the meeting: ***'I wish to declare a Personal Interest in item x because xxx'. As this is a Personal Interest only, I will take part in the discussion and vote on the matter.***

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Agenda Item 3

LICENSING PANEL

TUESDAY, 8 JANUARY 2019

PRESENT: Councillors Carwyn Cox (Chairman), Malcolm Alexander, David Hilton, Maureen Hunt, Asghar Majeed, Derek Sharp, Julian Sharpe and Derek Wilson

Also in attendance: Councillor Simon Dudley

Officers: Greg Nelson, Andy Carswell and David Scott

APOLOGIES FOR ABSENCE

Apologies for absence were received from Councillors Bhatti, Bicknell, Burbage and Richards. Councillor Alexander had sent apologies as he would be arriving to the meeting late.

DECLARATIONS OF INTEREST

None received.

MINUTES

RESOLVED UNANIMOUSLY: That the minutes of the meeting held on July 3rd 2018 be approved as a true and accurate record.

REVIEW AND REPUBLISHING OF RBWM'S GAMBLING ACT 2005 STATEMENT OF PRINCIPLES

Greg Nelson introduced the item and reminded Members that the Council was responsible for publishing a Statement of Principles every three years, and the current Statement was due to expire. This Statement had been reviewed and updated for the period 2019-2022. Members were informed that there were no major changes to the Statement and any amendments were made to make the Statement easier to understand. A list of the proposed changes were listed in the report. Greg Nelson informed Members that no negative feedback had been received from any consultees, which included Thames Valley Police and the Gambling Commission.

Cllr Sharpe asked if this Statement of Principles was similar to those in place at other local authorities. Greg Nelson said all councils followed guidance from the government so Statements were likely to be broadly similar. However some Statements would be different to take into account the management of casinos in a particular local authority area. Which councils could have casinos was set out in legislation and the Royal Borough was not one of those councils.

Regarding the one Adult Gaming Centre Premises Licence in the Royal Borough, Greg Nelson said this differed from Licensed Premises Gaming Machine Permits in that the former only applied to premises which were open to over 18s only. He added he was not sure which premises this licence applied to and he would find out for Members.

Regarding Door Supervisors, listed at point 2.9, Cllr Wilson said he had concerns over whether there were appropriate checks in place to test if a door supervisor was a reasonable character to carry out their duties. He gave the example of Levi Bellfield, who had previously been employed as a door supervisor at a premises in Maidenhead. Greg Nelson stated that if a door supervisor was deemed necessary, there was a requirement that they would need to be SIA registered as this was the only way to be certain door supervisors had passed the relevant checks. Members agreed that it should be a requirement that all door supervisors

employed in the Royal Borough should be registered and licensed with the SIA. Greg Nelson stated that no licensed gambling premises in the Royal Borough employed door staff as it had not been deemed necessary. However if it was felt that a premises was failing to meet the key licensing objectives then there may be a requirement for them to have door supervisors, and the premises would subsequently be tested for compliance.

Regarding vulnerable people, as outlined at point 2.7.3.1, Greg Nelson stated that the Council would do what it could to help anyone identified as a problem gambler. He stated his belief that local operators were responsible and would take steps to help problem gamblers. Members were told that it would be the premises that identified vulnerable people and problem gamblers, who would then inform the Council in order for them to take the appropriate action. Any bans would need to be implemented by a licensed premises as the Council did not have the power to do this.

RESOLVED UNANIMOUSLY: That the Licensing Panel noted the report and recommended to Full Council that the RBWM Gambling Act 2005 Statement of Principles 2019-2022 be adopted, subject to an amendment to point 2.9 stating that all door supervisors should be licensed with the SIA.

THE USE OF PENALTY POINTS TO DEAL WITH OVERCHARGING

Greg Nelson informed Members that evidence of hackney carriage and private hire drivers overcharging customers by charging more than the appropriate tariff, or a greater amount than originally quoted, had been reported to the Council and subsequently proven with test purchases. A system of penalty points existed to combat this as an alternative to taking out a criminal prosecution against a driver, as this was expensive and not necessarily always in the public interest. Members were reminded that it can be a criminal offence to overcharge a customer for a journey, and in respect of hackney carriages the offence was to charge more than the set tariff for journeys wholly within the Borough.

Members were informed that one way of combatting this type of overcharging was to make it compulsory for hackney carriages to have a taximeter fitted, and then to make it compulsory for the drivers to use the taximeter for all journeys that are wholly within the Borough. Contrary to popular belief, it was not a requirement for drivers to display their meter at all times on journeys that were not wholly within the Borough. However Members were informed that all hackney carriage vehicles were fitted with a meter.

Cllr Dudley informed Members that he had asked for this issue to be raised as residents had made him aware of examples of hackney carriages and private hire vehicles overcharging, and that there was a particular problem of younger residents being charged more for late night journeys from Windsor to Maidenhead. Of seven test purchases reported on to Cabinet five had overcharged in some way; either a hackney carriage using the wrong tariff or a private hire vehicle charging more than a quoted price. In some, but not all, cases the passenger had asked why the meter was not displayed. Members were informed that the late tariff started after 11pm; if a journey crossed over the tariff change time, then the earlier tariff time must be used as this was the correct one at the time the journey commenced.

Members were informed that any driver accruing 12 penalty points would automatically be referred to a Panel. Greg Nelson informed Members that this had happened only once, when a driver had been spotted using a disabled bay twice in quick succession and received six points for each offence. On this occasion the driver had been told to complete an awareness course on disabled drivers at his own expense, which he had done so. This had been the recommendation made by licensing officers to the Panel, indicating that appropriate and proportional penalties could be applied as an alternative to suspension or revocation of a licence. Members were informed that the use of penalty points was common practice at many other local authorities, and was unlikely to be subject to a successful Judicial Review challenge.

Cllr Hunt suggested that all hackney carriages should be fitted with additional signage stating that charges for journeys wholly within the Royal Borough would be based on the meter reading, to act as a reminder to drivers and as an informative to passengers. This was agreed by Members. David Scott suggested that something to raise awareness of this, including use of social media channels and the press, be implemented.

Responding to a question from Cllr Alexander, Greg Nelson stated that calibration of meters for Royal Borough hackney carriages was done by an independent company. These were not done on an annual basis but were considered to be robust. Greg Nelson said he had not seen any indication that any meters were being reset or tampered with; however Cllr Alexander said that at his previous local authority, tests had shown that 15 per cent of all meters tested had been extremely inaccurate.

Regarding how many penalty points to apply to the offences listed in the appendix of the main report, Greg Nelson said that using 12 penalty points would mean that the driver would be immediately referred to Panel. This would then allow drivers to offer mitigating circumstances. It also highlighted to drivers that the Council was not prepared to tolerate the practice of overcharging customers. Members agreed that overcharging needed to be stamped out and agreed to the use of 12 penalty points for the infringements listed at points 4 and 5 of appendix B of the main report.

Regarding refusal of a hackney carriage driver to take a fare for a journey wholly within the Royal Borough, Greg Nelson gave a case study example of a woman who had been refused by four drivers waiting at the rank at Windsor Riverside railway station. Greg Nelson reminded Members that refusing to take a fare for a journey wholly within the authority area where a vehicle was licensed was a criminal offence, and therefore it was also recommended that 12 penalty points should be applied in these instances. This offence was serious because of the risk to public safety of passengers who were refused by drivers, whereas overcharging was considered worthy of a 12 point penalty because it was tantamount to theft. Referral to Panel would then mean Members could determine if the driver had "reasonable excuse" to refuse the fare, as set out in the Policy and Conditions. It was therefore agreed to apply 12 penalty points for the offences listed at point 6 of appendix B of the main report.

Regarding overcharging by hackney carriage drivers, Greg Nelson stated that it was harder to do test purchases of drivers known to overcharge as customers had to take the next one on the rank. With regards to private hire drivers, Greg Nelson stated that he had only been made aware of three instances of overcharging by a private hire driver within the past three years. In these cases it was easier to identify the driver as the taxi company was obliged to keep records of which drivers had been sent out on which jobs. Members unanimously agreed that 12 penalty points should be applied to the offences listed at point 1 of appendix C of the main report to ensure consistency across private hire and hackney carriage drivers.

Members were reminded that the proposed amendments would need to go out to consultation. A four week consultation was planned, with a view to implement the changes straight away afterwards unless there was sufficient feedback to warrant the report coming back to Licensing Panel.

RESOLVED UNANIMOUSLY: That the Licensing Panel noted the report and:

i) Authorised the Head of Communities, Enforcement and Partnerships to consult with the trade about adding the infringements listed in Appendix B and Appendix C to the Penalty Points System in the RBWM Hackney Carriage Driver and Vehicle Policy and Conditions and the Private Hire Driver and Vehicle Policy & Conditions respectively, and for 12 penalty points to be applied in each instance.

ii) Delegated authority to the Head of Communities, Enforcement and Partnerships in consultation with the Lead Member and the Chair of the Licensing Panel to implement the changes set out, including the additional changes of all motorised hackney carriage

being required to display their meters at all times for journeys wholly within the Royal Borough and for signage informing passengers and drivers to this effect to be displayed, subject to a review of the outcomes of the consultation process.

DATES OF FUTURE MEETINGS

Members noted the next meeting of the Licensing Panel would be Tuesday April 2nd. It was noted that the meeting would take place during the Purdah period before the local elections.

The meeting, which began at 6.00 pm, finished at 7.11 pm

CHAIRMAN.....

DATE.....

Agenda Item 4

Report Title:	Changes to the Hackney Carriage Tariff at the Royal Ascot Race Meeting
Contains Confidential or Exempt Information?	No – Part 1
Member reporting:	Councillor M. Airey, Lead Member for Environmental Services (including parking, flooding, housing and performance management)
Meeting and Date:	Licensing Panel 2 April 2019
Responsible Officer(s):	Andy Jeffs, Executive Director David Scott, Head of Communities, Enforcement and Partnerships
Wards affected:	All

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REPORT SUMMARY

RBWM licenced hackney carriage drivers have requested that they be permitted to charge a higher fare than the standard tariff when picking up passengers at the Royal Ascot race meeting.

This report gives the reasoning behind this and sets out options for members to consider.

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That the Licensing Panel notes the report and:

- i) **Consider whether any changes should be made to the Hackney Carriage Tariff**
- ii) **If changes are agreed, delegate their implementation to the Head of Communities, Enforcement & Partnerships.**

2. REASONS FOR RECOMMENDATIONS AND OPTIONS CONSIDERED

- 2.1 RBWM licenced hackney carriage drivers are required to use their taximeter to determine the fare for all journeys that take place wholly within the Royal Borough. The taximeter uses rates set by the RBWM Licensing Panel and these are published in the Hackney Carriage Tariff, a copy of which is in Appendix A
- 2.2 For journeys that begin within RBWM and end outside the Borough, whilst drivers are encouraged to use their meter for purposes of clarity, the driver can charge a fare higher than the set tariff as long as this fare is agreed with the passenger at the outset of the journey (in such cases, as the fare is agreed at the outset the meter would not be used)

- 2.3 The Hackney Carriage Tariff has two tariffs, Tariff 1 for use during the day and Tariff 2 (50% higher) for use at night (between 23.00 and 06.00) and on bank holidays.
- 2.4 RBWM licenced hackney carriage drivers working from the official rank during the Royal Ascot race meeting are required to use Tariff 1 for journeys to destinations within the Royal Borough. For other destinations, the meter does not have to be used if a fare is agreed with the passenger at the start of the journey.
- 2.5 The drivers have made it known that working from this rank causes great difficulties to them which do not occur when working elsewhere. It takes a considerable amount of time to get through the traffic to the rank and then another long period of time to get to the head of the rank. If they then collect a fare who only wishes to go a short distance, for example to Windsor, the drivers say that they will not make a reasonable return from that fare and it will then take them a considerable amount of time to get back to the rank.
- 2.6 Drivers are legally obliged to take a fare for a journey wholly within the Borough unless there is a reasonable excuse not to do so.
- 2.7 The drivers also point to a great deal of competition from private hire drivers whose fares are not set by the licensing authority.
- 2.8 The drivers have therefore asked if they could use some other method of charging, instead of Tariff 1, when working from the rank at Royal Ascot. The aim would be to ensure that they can make a reasonable living whilst providing a vital means of transport for racegoers which does not have to be pre-booked.
- 2.9 One means of achieving this would be to agree standard, set fares to certain locations. These could be displayed on signs at the rank so potential passengers would be fully aware of the fares they are going to be charged
- 2.10 Another option would be for them to be permitted to use Tariff 2 when picking up at the official rank at Royal Ascot for;
- all journeys wholly within the Royal Borough, and
 - for all other journeys, subject to the driver and passenger being allowed to agree a fare at the start of the journey
- 2.11 The use of Tariff 2 would benefit the drivers but it would mean passengers paying 50% more than they would currently. It could also be argued that the drivers are fully aware of the challenges of operating at Royal Ascot and that they do not have to do so, so they should accept that some of the fares that they take may not bring in a great deal of income.
- 2.12 Some research has been carried out as to what, if anything, other licensing authorities do in respect of tariffs used at major sporting and music events in their areas. These are set out in Appendix B and, as can be seen, there is no common approach to this matter.
- 2.13 Options that Members may wish to consider are set out in Table 1.

Table 1 – Options for Changes to the Hackney Carriage Tariff

Option	Comments
<p>1. Leave the fares as they are for RBWM licenced hackney carriages picking up at the official rank during the Royal Ascot race meeting.</p> <p>This is the recommended option</p>	<p>The situation will remain as it is for the drivers and passengers</p>
<p>2. Amend the Hackney Carriage Tariff such that Tariff 2 is used for RBWM licenced hackney carriages picking up at any time at the official rank during the Royal Ascot race meeting,</p> <ul style="list-style-type: none"> • for all journeys wholly within the Royal Borough, and • for all other journeys, subject to the driver and passenger being allowed to agree a fare at the start of the journey 	<p>This could be brought into effect for the 2019 Royal Ascot race meeting subject to there being no objections during the required consultation (see 2,14, below)</p> <p>It will mean a 50% increase in price for passengers going to a location within RBWM</p> <p>This could be trialled for the 2019 race meeting to see what effect it has both for drivers and passengers</p>
<p>3. Examine other potential options for amending the Hackney Carriage Tariff for RBWM licenced hackney carriages picking up at the official rank during the Royal Ascot race meeting</p>	<p>Other options may include</p> <ul style="list-style-type: none"> • A separate, third tariff for use at Royal Ascot and potentially at other major events • Set fares to set locations, such as to Windsor, Bracknell, London Heathrow <p>The introduction of a third tariff may complicate matters for both drivers and passengers</p> <p>Using set fares to set locations means that someone has to decide what is a reasonable fare for both the driver and passenger. Is this the role of the licensing authority?</p> <p>It is highly unlikely that any alternative option would be in place for the 2019 Royal Ascot race meeting</p>

2.14 If members are minded to amend the Hackney Carriage Tariff then a statutory process of advertising would need to take place. A notice must be published in at least one of the local papers specifying a period of 14 days from the date of the first publication for objections. Should there be no objections during this period then the revised table of fares would come into effect the day after the last date for objections.

- 2.15 Members are asked to consider the options in Table 1 and decide whether to amend the RBWM Hackney Carriage Tariff.
- 2.16 Separately, drivers have also asked if the signage setting out the charges that will be imposed on passengers for soiling their vehicle can be made clearer. This is currently included in the Hackney Carriage Tariff (see Appendix A) but it is not overly clear.
- 2.17 Drivers can use internal notices in their vehicles approved by the Council. Officers will work with the drivers to develop a suitable sign to warn passengers of the charges for soiling the vehicle. Members need to take no action, this is for information only.

3. KEY IMPLICATIONS

- 3.1 Amending the Hackney Carriage Tariff may assist RBWM licence hackney carriage drivers to earn higher income at the Borough's largest annual event. It will mean higher fares for their passengers.

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 Changes to the Hackney Carriage Tariff will not have any impact on RBWM.

5. LEGAL IMPLICATIONS

- 5.1 Section 65 of the Local Government (Miscellaneous Provisions) Act 1976 gives a local authority the power to fix the rates or fares of Hackney Carriages within its area (as well as all other charges in connection with the hire of the vehicle) by means of a table of fares. RBWM's current table of fares for Hackney Carriages is contained in Appendix A.

- 5.2 The process that must be followed if the current tariff is to be amended is:
- A notice must be published in a local newspaper, stating the proposed fares or variation of the fares
 - This must specify a date, not less than 14 days from the date on which the notice is first published. That date has two functions; it is the date by which any objections must be lodged; and it is the date on which the revised fares will come into effect if no objections are received.
 - Objections can be sent to the Licensing Team by post or email.
 - A copy of the notice must be available at the Council offices for inspection.
 - Once the objection period of 14 days has expired, if there have been no objections then the new fares take effect at the end of the objection period.
 - If objections are made and not withdrawn then they will be considered by the next Licensing Panel.
 - In the light of those objections the Panel can then set a second date when the new fares come into force.

6. RISK MANAGEMENT

- 6.1 Amendments to the Hackney Carriage Tariff is subject to a public consultation (see above) and so any challenges can be considered by the next Licensing Panel

7. POTENTIAL IMPACTS

- 7.1 No EQIA is anticipated at this stage.

8. CONSULTATION

8.1 see Legal Implications, above

9. TIMETABLE FOR IMPLEMENTATION

9.1 If Members are minded to amend the Hackney Carriage Tariff then a statutory process of advertising would need to take place. If no objections are received within 14 days the changes would come into effect.

10. APPENDICES

Appendix A – Hackney Carriage Tariff

Appendix B – The Use of Tariffs at Other Major Events

11. BACKGROUND DOCUMENTS

None.

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Commented & returned
Cllr Airey	Lead Member for Environmental Services (including parking, flooding, housing and performance management)	18/03/19	
Cllr Cox	Chair of the Licensing Panel	18/03/19	
Duncan Sharkey	Managing Director	13/03/19	19/03/19
Andy Jeffs	Executive Director Communities Directorate	13/03/19	16/03/19
David Scott	Head of Communities, Enforcement and Partnerships	13/03/19	15/03/19

REPORT HISTORY

Decision type: Non-key decision	Urgency item? No
Report Author: Greg Nelson, Trading Standards & Licensing Lead 01628 683561	

Appendix A

Hackney Carriage Tariff

Royal Borough of Windsor and Maidenhead Hackney Carriage Tariff			
Tariff One 6am to 11 pm		Tariff Two 11pm to 6am and Bank Holidays (50% above the normal rate or fare)	
For the first 927 yards (847m) or part thereof	£2.80	For the first 927 yards (847m) or part therefore	£4.20
For each additional 174 yards (159m), 40 seconds or part thereof	20p	For each additional 174 yards (159m), 40 seconds or part thereof	30p
WAITING TIME		Soiling Interior of Vehicle	£80.00
For each period of 40 seconds or uncompleted part thereof provided that where a hiring by distance terminates at the place at which it commenced, the rate of fare for which the proprietor or driver shall be entitled to demand and take for the hiring shall be three quarters of the rate or fare prescribed by the foregoing table.		Soiling Exterior of Vehicle	£20.00
		<i>None of the stated fares will apply if the hirer at the commencement of the hiring expresses his desire to engage by time.</i>	
EXTRA CHARGES		<i>Where a Hackney Carriage furnished with a taximeter is hired by distance the driver is not entitled to demand and take a fare greater than that recorded on the face of the taximeter, save for extra charges authorised by the above table which may not be recorded on the face of the taximeter.</i>	
Booking Fee			
For each hiring under Section 67 of the Local Government (Miscellaneous Provisions) Act 1976	£1.00	Any complaints or other communications should be sent to Licensing, Town Hall, St Ives Road, Maidenhead, SL6 1RF	
LUGGAGE			
For each package carried outside the vehicle	20p		
EXTRA PASSENGERS			
Extra Passengers for Each Person Carried Above the Number of Two for the Whole or Part of the Distance	20p		
NOVEMBER 2016			

Appendix B
The Use of Tariffs at Other Major Events

Event	Information about Hackney Carriage Tariffs
Cheltenham Gold Cup	No separate/different tariff used for Cheltenham Races / Gold Cup
Reading Festival	No separate/different tariff used for the Reading Festival
Henley Regatta (covered by two Local Authorities)	LA1 - Tariff not currently set by LA LA2 - No separate/different tariff used for Henley Regatta
Grand National	Hackneys carriages use Tariff 2 during the Aintree Grand National meeting when they are using the designated rank (introduced in March 2017)
The Derby	Hackneys carriages use either the standard tariff or a “Shared Taxi Scheme” for journeys from Epsom Town Centre to Epsom Race Course with set fares and certain conditions to comply with

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Report Title:	Draft Statutory Guidance on National Minimum Standards for Hackney Carriage and Private Hire Vehicle Licensing
Contains Confidential or Exempt Information?	No – Part 1
Member reporting:	Councillor M. Airey, Lead Member for Environmental Services (including parking, flooding, housing and performance management)
Meeting and Date:	Licensing Panel 2 April 2019
Responsible Officer(s):	Andy Jeffs, Executive Director David Scott, Head of Communities, Enforcement and Partnerships
Wards affected:	All

REPORT SUMMARY

The government has issued “draft statutory guidance on national minimum standards for taxi and PHV licensing”. This report sets out the differences between the draft guidance and current RBWM policy and conditions; seeks approval for a review of current policy and conditions as and when the draft guidance becomes statutory guidance; seeks views on the consultation on the draft guidance.

1. DETAILS OF RECOMMENDATIONS

RECOMMENDATION: That the Licensing Panel notes the report and:

- i) **Agrees that, should the draft guidance be adopted and become statutory guidance, the current RBWM Hackney Carriage Driver and Vehicle Policy & Conditions, the RBWM Private Hire Driver and Vehicle Policy & Conditions and the RBWM Private Hire Operator Policy & Conditions (“RBWM policies”) be reviewed and brought into line with the statutory guidance.**
- ii) **Agrees with the draft response to the consultation into the draft guidance in Appendix C**

2. REASONS FOR RECOMMENDATIONS AND OPTIONS CONSIDERED

- 2.1 In 2018 a report on hackney carriage (taxi) and private hire vehicle (PHV) licensing, commissioned by the Department of Transport, was published. It was called “Taxi and Private Hire Vehicle Licensing - Steps towards a safer and more robust system”.
- 2.2 One of the recommendations in this report (recommendation 2) was that the Government should legislate for national minimum standards for hackney carriage and PHV licensing, for drivers, vehicles and operators.

- 2.3 The Policing and Crime Act 2017 enables the issuing of statutory guidance to protect children and vulnerable adults, and by extension all passengers, when using these services.
- 2.4 The government has issued “draft statutory guidance on national minimum standards for taxi and PHV licensing” and this is now out to consultation until 22 April 2019. The draft document is in Appendix A and can also be found at <https://www.gov.uk/government/consultations/taxi-and-private-hire-vehicle-licensing-protecting-users>
- 2.5 The draft guidance states (at paragraph 1.4);
“There is consensus that common core minimum standards are required to regulate better the taxi and PHV sector, and the recommendations in this document are the result of detailed discussion and consideration. **The Department therefore expects these recommendations to be implemented unless there is compelling local reason not to**” (report emphasis).
- 2.6 The main elements of the proposed statutory guidance and how they compare with current the RBWM policies are set out in Appendix B
- 2.7 Members are asked to agree that, should the draft guidance be adopted and become statutory guidance, the current RBWM Hackney Carriage Driver and Vehicle Policy & Conditions, the RBWM Private Hire Driver and Vehicle Policy & Conditions and the RBWM Private Hire Operator Policy & Conditions be reviewed and brought into line with the statutory guidance.
- 2.8 The reviewed and updated policies will be brought to a future Licensing Panel.
- 2.9 The consultation on the draft guidance is made up of 34 questions. Officers have drafted answers to these questions and they can be found in Appendix C.
- 2.10 Members are asked to consider these draft replies and whether they would agree to supporting these answers as a Royal Borough response to the consultation.
- 2.11 For information, the full DoT report “Taxi and Private Hire Vehicle Licensing - Steps towards a safer and more robust system”, and the government’s response, can be found at;
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/745516/taxi-and-phv-working-group-report.pdf
and
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775983/taxi-task-and-finish-gov-reponse.pdf respectively.

3. KEY IMPLICATIONS

- 3.1 The adoption of statutory guidance on national minimum standards for taxi and PHV licensing will provide clarity and consistency across the country and so ensure that no authority is seen as an “easy” place to obtain a licence.

4. FINANCIAL DETAILS / VALUE FOR MONEY

- 4.1 None

5. LEGAL IMPLICATIONS

- 5.1 Conditions can be attached to vehicle licenses by virtue of sections 47 & 48 of the Local Government (Miscellaneous Provisions) Act 1976.
- 5.2 The Policing and Crime Act 2017 enables the issuing of statutory guidance to protect children and vulnerable adults, and by extension all passengers, when using these services

6. RISK MANAGEMENT

- 6.1 Any changes to current RBWM policies would be subject to consultation with the trade and interested parties, but as they would be based on statutory guidance it is highly unlikely that they would be subject to legal challenge

7. POTENTIAL IMPACTS

- 7.1 No EQIA is anticipated at this stage.

8. CONSULTATION

- 8.1 The draft guidance that is the subject of this report is currently the subject of a consultation process as set out above. Suggested answers to the consultation questions are in Appendix B
- 8.2 As and when actual changes to RBWM policies are proposed these will be brought to a future meeting of the Licensing Panel, and any agreed changes will then be subject to appropriate consultation with the trade and other interested parties.

9. TIMETABLE FOR IMPLEMENTATION

- 9.1 If Members agree to the consultation answers in Appendix B this will be submitted before the 22 April deadline

10. APPENDICES

Appendix A – Draft Statutory Guidance on National Minimum Standards for Hackney Carriage and Private Hire Vehicle Licensing
Appendix B – Consultation Questions with Draft Answers

11. BACKGROUND DOCUMENTS

None.

12. CONSULTATION (MANDATORY)

Name of consultee	Post held	Date sent	Commented & returned
Cllr Airey	Lead Member for Environmental Services, (including parking, flooding, housing and performance management)	18/03/19	
Cllr Cox	Chair of the Licensing Panel	18/03/19	
Duncan Sharkey	Managing Director	13/03/19	19/03/19

Name of consultee	Post held	Date sent	Commented & returned
Andy Jeffs	Executive Director	13/03/19	14/09/19
David Scott	Head of Communities, Enforcement and Partnerships	13/03/19	19/03/19

REPORT HISTORY

Decision type: Non-key decision	Urgency item? No
Report Author: Greg Nelson, Trading Standards & Licensing Lead 01628 683561	

Appendix A

Draft Statutory Guidance on National Minimum Standards for Hackney Carriage and Private Hire Vehicle Licensing



Department
for Transport

Taxi and Private Hire Vehicle Licensing: Protecting Users

Statutory Guidance for Licensing Authorities

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1. Introduction

- 1.1 The Department first issued Best Practice Guidance to assist those licensing authorities in England and Wales that have responsibility for the regulation of the taxi and private hire vehicle (PHV) trades in 2006. Following consultation with stakeholders, taking into account their feedback on the original version, the Guidance was revised and updated in 2010.
- 1.2 There is evidence to support the view that taxis and PHVs are a high-risk environment. In terms of risks to passengers, this can be seen in the number of sexual crimes reported which involve taxi and PHV drivers. Data from Greater Manchester¹ and Merseyside² on reported sexual assaults suggest that, if similar offence patterns are applied across England, 623 sexual assaults per year are reported. These figures do not however account for the under reporting of crime which is estimated to be as high as 83% in the Crime Survey for England and Wales³.
- 1.3 The Policing and Crime Act 2017 enables the Secretary of State for Transport to issue Statutory Guidance on exercising taxi and PHV licensing functions to protect children and vulnerable individuals who are over 18 from harm when using these services. For the purposes of this guidance, a child is defined as anyone who has not yet reached their 18th birthday; and the term “vulnerable individual” has the same meaning as the definition of a ‘vulnerable adult’ for the purpose of section 42 of the Care Act 2014⁴, which applies where a local authority has reasonable cause to suspect that an adult in its area (whether or not ordinarily resident there):
- (a) has needs for care and support (whether or not the authority is meeting any of those needs),
 - (b) is experiencing, or is at risk of, abuse or neglect, and
 - (c) as a result of those needs is unable to protect himself or herself against the abuse or neglect or the risk of it.
- 1.4 There is consensus that common core minimum standards are required to regulate better the taxi and PHV sector, and the recommendations in this document are the result of detailed discussion and consideration. **The Department therefore expects these recommendations to be implemented unless there is compelling local reason not to.**

1 https://www.whatdotheyknow.com/request/sex_attacks_2

2 https://www.whatdotheyknow.com/request/taxi_private_hire_related_rapes#incoming-286178

3 <https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/articles/sexualoffencesinenglandandwales/yearendingmarch2017#main-points>

4 <http://www.legislation.gov.uk/ukpga/2014/23/section/42/enacted>

- 1.5 It should be noted that as policing and criminal justice is not a devolved matter, the Statutory Guidance issued under the Policing and Crime Act 2017 will continue to have effect in Wales although responsibility for taxis and PHVs was devolved to the Welsh Assembly in April 2018. Should the Welsh Government introduce legislation to regulate the sector, this guidance would however cease to apply.
- 1.6 All local authorities and district councils that provide children’s and other types of services, including licensing authorities, have a statutory duty to make arrangements to ensure that their functions and any services that they contract out to others are discharged having regard to the need to safeguard and promote the welfare of children. This means that licensing authorities should have in place arrangements that reflect the importance of safeguarding and promoting the welfare of children. This includes clear whistleblowing procedures, safe recruitment practices and clear policies for dealing with allegations against people who work with children, as set out in the *Working Together to Safeguard Children*⁵ statutory guidance.
- 1.7 This new Statutory Guidance reflects the significant changes in the industry and lessons learned from experiences in local areas since the Department’s Best Practice Guidance was last updated. This includes extensive advice on checking the suitability of individuals and operators to be licensed; safeguarding children and vulnerable adults; the Immigration Act 2016 and Common Law Police Disclosure (which replaced the Notifiable Occupations Scheme).
- 1.8 This Statutory Guidance replaces relevant sections of the Best Practice Guidance issued by the Department in 2010. A consultation on revised Best Practice Guidance, which focuses on recommendations to licensing authorities to assist them in setting appropriate standards (other than those relating to passenger safety) to enable the provision of services the public demand, will be taken forward once the final Statutory Guidance has been issued.

Terminology

Taxis are referred to in legislation, regulation and common language as ‘hackney carriages’, ‘black cabs’ and ‘cabs’. The term ‘**taxi**’ is used throughout this guidance and refers to all such vehicles. Taxis are able to be hired immediately by hailing on the street or at a rank.

Private hire vehicles (PHVs) include a range of vehicles including minicabs, executive cars, chauffeur services, limousines and some school and day centre transport services. All PHV journeys must be pre-booked via a licensed PHV operator and are subject to a ‘triple licensing lock’ i.e. the operator fulfilling the booking must use vehicles and drivers licensed by the same authority as that which granted its licence. The term **PHV** is used throughout this guidance to refer to all such vehicles.

⁵ <https://www.gov.uk/government/publications/working-together-to-safeguard-children--2>

2. Statutory Guidance

Consideration of the Statutory Guidance

- 2.1 The Government set out in the Modern Crime Prevention Strategy⁶ the evidence that where Government, law enforcement, businesses and the public work together on prevention, this can deliver significant and sustained cuts in certain crimes. That is good news for victims and communities and it makes clear economic sense too.
- 2.2 The Strategy committed to protect children and young people from the risk of child sexual abuse and exploitation (CSAE), by working with local authorities to introduce rigorous taxi and PHV licensing regimes. Both the Jay⁷ and Casey⁸ reports on CSAE highlighted examples of taxi/PHV drivers being directly linked to children that were abused, including instances when children were picked up from schools, children's homes or from family homes and abused, or sexually exploited.
- 2.3 The Casey Report made clear that weak and ineffective arrangements for taxi and PHV licensing had left the children and public at risk. The Department for Transport has worked with the Home Office, Local Government Association (LGA), personal safety charities, trade unions and trade bodies, holding workshops, forums, and sharing evidence and good practice with local authorities to assist in the formulation of this Statutory Guidance.
- 2.4 This Statutory Guidance is published by the Secretary of State for Transport under section 177(1) of the Policing and Crime Act 2017 following consultation in accordance with section 177(5).
- 2.5 The Guidance sets out a framework of policies that, under section 177(4), licensing authorities “**must have regard**” to when exercising their functions. These functions include developing, implementing and reviewing their taxi and PHV licensing regimes. “Having regard” is more than having a cursory glance at a document before arriving at a preconceived conclusion.
- 2.6 “Having regard” to guidance requires public authorities, in formulating a policy, to give considerations the weight which is proportionate in the circumstances. **Given that this is statutory guidance issued directly to address the safeguarding of the public and the potential impact of failings in this area, the importance of thoroughly considering these recommendations cannot be overestimated.** It is not a question of box ticking; the recommendations must be considered rigorously and with an open mind.
- 2.7 Although it remains the case that licensing authorities must reach their own decisions, both on overall policies and on individual licensing matters in light of the relevant law, it may be that this Guidance might be drawn upon in any legal

6

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/509831/6.1770_Modern_Crime_Prevention_Strategy_final_WEB_version.pdf

7 https://www.rotherham.gov.uk/downloads/file/1407/independent_inquiry_cse_in_rotherham

8 <https://www.gov.uk/government/publications/report-of-inspection-of-rotherham-metropolitan-borough-council>

challenge to an authority's practice, and that any failure to adhere to the Guidance without sufficient justification could be detrimental to the authority's defence. **In the interest of transparency however, the Department encourages all licensing authorities to publish their consideration of the recommendations contained in this Guidance and the policies and delivery plans that stem from these. The Department has already undertaken to monitor the effectiveness of the Statutory Guidance in achieving an appropriately high level of standards in taxi and PHV licensing with regard to the protection of passengers.**

- 2.8 This Guidance does not purport to give a definitive statement of the law and any decisions made by a licensing authority remain a matter for that authority.

Licensing policy

- 2.9 The Department encourages licensing authorities to create a cohesive policy document that brings together all their procedures on taxi and PHV licensing. This should include but not be limited to policies on convictions, a 'fit and proper' person test, licence conditions and vehicle standards.
- 2.10 When formulating a taxi and PHV policy, the primary and overriding objective must be to protect the public. The importance of ensuring that the licensing regime protects the vulnerable cannot be overestimated. This was highlighted in the report by Dame Louise Casey CB of February 2015 on safeguarding failings⁹.

"It will be evident from this report that in many cases the activities of perpetrators take place in spheres which are regulated by the Council – taxis have been the focus of particular concern. Persistent and rigorous enforcement of the regulatory functions available to the council, including the placing of conditions on private hire taxi operator licences where appropriate, would send a strong signal that the trade is being monitored and would curtail the activities of opportunistic perpetrators whereby taxi drivers have solicited children to provide sex in return for cigarettes, alcohol or a fare free ride."

- 2.11 The long-term devastation caused by CSAE was summarised in the same report:

"Victims suffer from suicidal feelings and often self-harm. Many become pregnant. Some have to manage the emotional consequences of miscarriages and abortions while others have children that they are unable to parent appropriately. The abuse and violence continues to affect victims into adulthood. Many enter violent and abusive relationships. Many suffer poor mental health and addiction."

9

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/401125/46966_Report_of_Inspection_of_Rotherham_WEB.pdf

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- 2.12 Rotherham Metropolitan Borough Council ('Rotherham Council') provides an example of how the systematic review of policies and procedures and the implementation of a plan to drive improvements in practice can result in a well-functioning taxi and PHV sector that is rebuilding local confidence in the industry. The history of past failings here and elsewhere are well known, but it is the transparency and resolution that Rotherham Council has demonstrated and the high standards they now require that are rebuilding public confidence.
- 2.13 One of the key lessons learned is that it is vital to review policies and reflect changes in the industry both locally and nationally. It is therefore recommended that licensing authorities regularly review their licensing policies and their performance, but should also consider interim reviews should there be significant issues arising in their area.

Fit and proper test

- 2.14 Licensing authorities have a duty to ensure that any person to whom they grant a taxi or PHV driver's licence is a 'fit and proper' person to be a licensee. It may be helpful when considering whether an applicant or licensee is fit and proper to pose oneself the following question:

Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night?

- 2.15 If, on the balance of probabilities, the answer to the question is 'no', the individual should not hold a licence.
- 2.16 Licensing authorities have to make difficult decisions but (subject to the points made in paragraph 2.19 below) the safeguarding of the public is paramount. All decisions on the suitability of an applicant or licensee should be made on the balance of probability. This means that **an applicant or licensee should not be 'given the benefit of doubt'**. If the committee or delegated officer is only "50/50" as to whether the applicant or licensee is 'fit and proper', they should not hold a licence. The threshold used here is lower than for a criminal conviction (that being beyond reasonable doubt) and can therefore include information that goes beyond criminal convictions.

Administration of the licensing framework

- 2.17 A policy is only as effective as the way it is administered. The taxi and PHV licensing functions of local councils are non-executive functions i.e. they are functions of the council rather than the executive (such as the Cabinet). The functions include the determination of licence applications, reviews and renewals, along with the attachment of conditions where considered appropriate. The function may be delegated to a committee, a sub-committee or an officer – which should be set out within a clear scheme of delegation.
- 2.18 It is essential that all those involved in the determination of licensing matters have received sufficient training and are adequately resourced to allow them to discharge the function effectively and correctly. The Department for Transport

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supports the recommendation of the LGA that, as a minimum, training should cover licensing procedures, natural justice, understanding the risks of CSAE and disability and equality awareness in addition to any other issues deemed appropriate. Training should not simply relate to procedures, but should also cover the making of difficult and potentially controversial decisions – the use of case study material can be helpful to illustrate this. All training should be formally recorded by the licensing authority and require a signature from the person that has received the training. Training is available from a number of organisations including the Institute of Licensing and the LGA can assist in the development of training packages.

2.19 Public safety is the paramount consideration but the discharge of licensing functions must be undertaken in accordance with the following general principles:

- policies should be used as internal guidance, and should be supported by a member/officer code of conduct.
- any implications of the Human Rights Act should be considered.
- the rules of natural justice should be observed.
- decisions must be reasonable and proportionate.
- where a hearing is required it should be fairly conducted and allow for appropriate consideration of all relevant factors.
- decision makers must avoid bias (or even the appearance of bias) and predetermination.

2.20 It is recommended that councils operate with a Regulatory Committee or Board that is convened at periodic intervals to determine licensing matters, with individual cases being considered by a panel of elected and suitably trained councillors drawn from a larger Regulatory Committee or Board. This model is similar to that frequently adopted in relation to other licensing matters. To facilitate the effective discharge of the functions, less contentious matters can be delegated to appropriately authorised council officers via a transparent scheme of delegation.

2.21 It is considered that this approach also ensures the appropriate level of separation between decision makers and those that investigate complaints against licensees, and is the most effective method in allowing the discharge of the functions in accordance with the general principles referred to in 2.19. In particular, the Committee/Board model allows for:

- Each case to be considered on its own merits. It is rare for the same councillors to be involved in frequent hearings – therefore the councillors involved in the decision making process will have less knowledge of previous decisions and therefore are less likely to be influenced by them. Oversight and scrutiny can be provided in relation to the licensing service

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generally, which can provide independent and impartial oversight of the way that the functions are being discharged within the authority.

- Clear separation between investigator and the decision maker – this demonstrates independence, and ensures that senior officers can attempt to resolve disputes in relation to service actions without the perception that this involvement will affect their judgement in relation to decisions made at a later date.

2.22 Avoidance of bias or even the appearance of bias is vital to ensuring good decisions are made and instilling and/or maintaining confidence in the licensing regime by passengers and licensees. Unlike officers, elected members are not usually involved in the day to day operation of the service and as such do not have relationships with licence holders that may give the impression that the discharge of a function is affected by the relationship between the decision maker and the licence holder.

2.23 Some licensing authorities may decide to operate a system whereby all matters are delegated to a panel of officers, however this approach is not recommended and caution should be exercised. Decisions must be, and be seen to be, made objectively, avoiding any bias. In addition, it may be more difficult to demonstrate compliance with the principles referred to above due to the close connection between the officers on the panel, and those involved in the operational discharge of the licensing functions.

2.24 Regardless of which approach is adopted, all councils should consider arrangements for dealing with serious matters that may require the immediate revocation of a licence. It is recommended that this role is delegated to a senior officer/manager with responsibility for the licensing service.

Whistleblowing

2.25 The past failings of licensing regimes must never be repeated. The Department has carefully considered the measures contained in this Guidance and believe that these should be put in to practice and administered appropriately to mitigate the risk posed to the public. The purpose of this Guidance is to protect children and vulnerable adults, and by extension the wider public, when using taxis and PHVs. However, it is in the application of these policies (and the training and raising of awareness among those applying them) that protection will be provided. Where there are concerns that policies are not being applied correctly, it is vital that these can be raised, investigated

and remedial action taken if required. It is therefore recommended that licensing authorities have effective internal procedures for staff to raise concerns and procedures in place for any concerns to be dealt with openly and fairly.

A report into the licensing of drivers by South Ribble Borough Council highlights the implications of not applying the agreed policies. In early August 2015, concerns were raised regarding decisions to renew the licences of drivers where there were potential incidents of child sexual exploitation. An internal review concluded that there had been failings in local investigatory procedures which might have affected the ability of the General Licensing Committee to make proper decisions, and information sharing with the police and data recording was not satisfactory.

- 2.26 The external investigation in South Ribble concluded “*that there had been a lack of awareness and priority given to safeguarding and the safety of taxi [and PHV] passengers in the manner in which licensing issues were addressed*”. We are pleased to note that the report concludes¹⁰, “*The Council have been active at every stage in responding to issues and concerns identified. It has taken steps to address operational issues in the licensing function and has engaged fully with other agencies in so doing. In the light of the above, it is not necessary to make any further recommendations.*”
- 2.27 It is hoped that all licensing authorities will have learnt from these mistakes but to prevent a repeat, local authorities should ensure they have an effective ‘whistleblowing’ policy and that all staff are aware of it. If a worker is aware of, and has access to, effective internal procedures for raising concerns then ‘whistleblowing’ is unlikely to be needed.
- 2.28 The Public Interest Disclosure Act 1998 (PIDA), commonly referred to as whistleblowing legislation, provides protection for those that have a reasonable belief of serious wrongdoing, including failure to comply with professional standards, council policies or codes of practice/conduct. The PIDA is part of employment law. In the normal course of events, if a worker reveals information that his employer does not want revealed it may be a disciplinary offence. If someone leaked their employer’s confidential information to the press, they might expect to be dismissed for that. The PIDA enables workers who ‘blow the whistle’ about wrongdoing to complain to an employment tribunal if they are dismissed or suffer any other form of detriment for doing so. It is a qualified protection and certain conditions would have to be met for the worker to be protected.

Implementing changes to licensing policy and requirements

- 2.29 It is important to remember that any changes in licensing requirements should be followed by a review of the licences already issued. If the need to change licensing requirements has been identified, this same need is applicable to those already in possession of a licence. That is not however to suggest that licences should be automatically revoked overnight, for example if a vehicle specification is changed it is proportionate to allow those that would not meet

¹⁰ http://www.southribble.gov.uk/sites/default/files/FINAL_REPORT_JUNE_2016.pdf

the criteria to have the opportunity to adapt or change their vehicle. The same pragmatic approach should be taken to driver licence changes - if requirements are changed to include a training course or qualification, a reasonable time should be allowed for this to be undertaken or gained. The implementation schedule of any changes that affect current licence holders must be transparent and communicated promptly and clearly.

- 2.30 Where a more subjective change has been introduced, for example an amended policy on previous convictions, licensing authority must still consider each case on its own merits. Where there are exceptional, clear and compelling reasons to deviate from a policy, licensing authorities are able to do so. Licensing authorities should record the reasons for any deviation from the policies in place.

The Disclosure and Barring Service

- 2.31 The Disclosure and Barring Service (DBS) provides access to criminal record information through its disclosure service for England and Wales. The DBS also maintains the lists of individuals barred from working in regulated activity with children or adults. The DBS makes independent barring decisions about people who have harmed, or where they are considered to pose a risk of harm to a child or vulnerable person within the workplace. The DBS enables organisations in the public, private and voluntary sectors to make safer employment decisions by identifying candidates who may be unsuitable for certain work, especially that which involves vulnerable groups including children. Licensing authorities are entitled to request an enhanced criminal record certificate with check of the barred lists from the DBS for all driver licence holders or applicants.
- 2.32 The DfT's 2018 survey of taxi and PHV licensing authorities¹¹ shows that all licensing authorities in England and Wales have a requirement that an enhanced DBS check is undertaken at first application or renewal. The Department considers that all licensing authorities should also request a check of the barred lists in addition to the enhanced DBS check, for individuals applying for or renewing taxi and PHV driver licences.
- 2.33 Enhanced certificates with check of the barred lists include details of spent and unspent convictions recorded on the Police National Computer (PNC), any additional information which a chief officer of police believes to be relevant and ought to be disclosed, as well as indicating whether the individual is barred from working in regulated activity with children or adults. The filtering rules allow for certain old and minor convictions to be removed from a DBS certificate after an appropriate period has passed, but they do not allow filtering where an individual has more than one conviction, has received a custodial sentence or has committed a specified serious offence such as those involving child sexual abuse. Full details of the filtering rules, and those offences which may never be filtered, are available from the DBS¹². As well as convictions and cautions, an

¹¹ <https://www.gov.uk/government/statistics/taxi-and-private-hire-vehicle-statistics-england-2018>

¹² <https://www.gov.uk/government/collections/dbs-filtering-guidance>

enhanced certificate may include additional information which a chief police officer reasonably believes is relevant and ought to be disclosed. Chief police officers must have regard to the detailed statutory guidance¹³ when considering disclosure. The information provided at each level of DBS checks is summarised in table 1.

- 2.34 It should be noted that licensing authorities must not seek to circumvent the legitimate filtering of previous criminal convictions and other information held by the DBS. The appropriate way of accessing an individual's criminal records is through an enhanced DBS and barred lists check.
- 2.35 Whilst data protection legislation¹⁴ gives individuals (or data subjects) a 'right of access' to the personal data that an organisation holds about them, you must not require an individual to exercise their subject access rights so as to gain information about any convictions and cautions. This is an offence under data protection legislation.
- 2.36 Driving a taxi or PHV is not, in itself, a regulated activity. This means that an individual subject to barring would not be legally prevented from being a taxi or PHV driver but the licensing authority should take an individual's barred status into account alongside other information available. It is the Department's opinion that, in the interests of public safety, licensing authorities should not, as part of their policies, issue a licence to any individual that appears on either barred list. Should a licensing authority consider there to be exceptional circumstances which means that, based on the balance of probabilities they consider an individual named on a barred list to be 'fit and proper', the reasons for reaching this conclusion should be recorded.
- 2.37 Drivers working under an arrangement to transport children may be working in 'regulated activity' as defined by the Safeguarding Vulnerable Groups Act 2006¹⁵. It is an offence to knowingly allow a barred individual to work in regulated activity. The guidance on home-to school travel and transport¹⁶ issued by the Department for Education should be considered alongside this document. Please see DBS guidance on driver eligibility and how to apply.

13 <https://www.gov.uk/government/publications/statutory-disclosure-guidance>

14 the full range of data protection legislation, not just the Data Protection Act 2018 or General Data Protection Regulation (GDPR)

15 <https://www.legislation.gov.uk/ukpga/2006/47/contents>

16 <https://www.gov.uk/government/publications/home-to-school-travel-and-transport-guidance>

INFORMATION INCLUDED IN CRIMINAL RECORD CHECKS				
Information included	Type of check			
	Basic	Standard DBS	Enhanced DBS	Enhanced DBS (including barred list check)
Unspent convictions	Yes	Yes	Yes	Yes
Unspent cautions ¹	Yes	Yes	Yes	Yes
Spent convictions ²	No	Yes	Yes	Yes
Spent cautions ^{1&2}	No	No	Yes	Yes
Additional police Information ³	No	No	Yes	Yes
Barred list(s) Information ⁴	No	No	No	Yes

Table 1

1. Cautions include reprimands and warnings, but not fixed penalty notices, penalty notices for disorder or any other police or other out-of-court disposals.
2. Spent convictions and cautions that have become protected under the Rehabilitation of Offenders Act 1974 (Exceptions Order) 1975, as amended, are not disclosed on any level of certificate. Further guidance is available at <https://www.gov.uk/government/publications/dbs-filtering-guidance/dbs-filtering-guide>.
3. This is any additional information held by the police which a chief police officer reasonably believes to be relevant and considers ought to be disclosed.
4. This is information as to whether the individual concerned is included in the children's or adults' barred lists maintained by the Disclosure and Barring Service (DBS).

DBS update service

- 2.38 Licensing authorities should make use of the DBS update service. This subscription service allows licensees to keep their DBS certificates up to date online and, with the individual's consent, allows licensing authorities (as a nominee) to check the status of a certificate online at any time. Subscription to the service removes the need for repeat checks, reduces the administrative burden and mitigates potential delays in relicensing. Licensees should be required to evidence continuous registration and nomination throughout the period of the licence.
- 2.39 The DBS will search regularly to see if any relevant new information has been received since the certificate was issued. The frequency varies depending on the level and type of DBS certificate. For criminal conviction and barring information, the DBS will search for updates on a weekly basis. For non-conviction information, the DBS will search for updates every nine months. Licensing Authorities should therefore consider routinely checking the DBS certificates of their licence holders, for example every six months.
- 2.40 Licensing authorities are able to request large numbers of status checks on a daily basis. The DBS has developed a Multiple Status Check facility that can be accessed via a web service. The Multiple Status Check facility enables organisations to make an almost unlimited number of Status Checks simultaneously. Further information on the Multiple Status Check facility is available from the DBS.¹⁷ As discussed above, for taxi and PHV driver licensing purposes the recommended level of check is always the enhanced level with check of the adult and children Barred lists. Other Workforce should always be entered at X61 line 1 and Taxi Licensing should be entered at X61 line 2.

Licensee self-reporting

- 2.41 As discussed above, the DBS update service is a valuable tool in discharging a licensing authority's duty to ensure that licence holders are fit to hold a licence. However, the routine checking of the DBS record should be in addition to a requirement that licence holders notify the issuing authority within 48 hours of an arrest and release, charge or conviction of any motoring offence, or any offence involving dishonesty, indecency or violence. An arrest for any of the offences within this scope should result in a review by the issuing authority as to whether the licence holder is fit to continue to do so. This must not however be seen as a direction that a licence should be withdrawn; it is for the licensing authority to consider what, if any, action in terms of the licence should be taken based on the balance of probabilities.
- 2.42 Importantly, a failure by a licence holder to disclose an arrest that the issuing authority is subsequently advised of, would be a breach of a licence condition and might therefore be seen as behaviour that questions honesty and

¹⁷ <https://www.gov.uk/government/publications/dbs-update-service-multiple-status-checking-guide>

therefore the suitability of the licence holder regardless of the outcome of the initial allegation.

Referrals to DBS and the police

2.43 In some circumstances it may be appropriate under the Safeguarding Vulnerable Groups Act 2006 for licensing authorities to make referrals to the DBS; for example, a decision to refuse or revoke a licence as the individual is thought to present a risk of harm to a child or vulnerable adult, should be referred to the DBS. The power for the licensing authority to in this context arises from the undertaking of a safeguarding role. Further guidance has been provided by the DBS¹⁸.

2.44 The Department recommends that licensing authorities should make a referral to the DBS when it is thought that:

- an individual has harmed or poses a risk of harm to a child or vulnerable adult;
- an individual has satisfied the ‘harm test’; or
- received a caution or conviction for a relevant offence and;
- the person they are referring is, has or might in future be working in regulated activity;
- the DBS may consider it appropriate for the person to be added to a barred list.

2.45 These referrals may result in the person being added to a barred list and enable other licensing authorities to consider this should further applications to other authorities be made. Further information on referrals to DBS is available¹⁹.

2.46 To aid further the quality of the information available to all parties that have a safeguarding duty, a revocation or refusal on public safety grounds should also be advised to the police.

Overseas convictions

2.47 **The DBS cannot access criminal records held overseas.** Therefore, a DBS check may not provide a complete picture of an individual’s criminal record where there have been periods living or working overseas. A licensing authority should ensure they have access to all the information available to them when making a decision whether to grant a licence, particularly when an applicant has previously lived outside the UK. It should be noted that it is the character of the applicant as an adult that is of interest, therefore a period outside the UK before

18 <https://www.gov.uk/government/publications/dbs-barring-referrals-local-authority-referral-duty-and-power/referral-duty-and-power-for-local-authorities-and-regulatory-bodies#local-authorities-as-regulated-activity-providers>

19 <https://www.gov.uk/guidance/making-barring-referrals-to-the-dbs>

the age of 18 may not be relevant. For information on applying for overseas criminal record checks or ‘Certificates of Good Character’ please see the Home Office guidance²⁰. Licensing authorities should seek criminal records information from overseas when an applicant has previously lived outside the UK for a period of more than three continuous months to properly assess risk and support the decision making process.

- 2.48 Where an individual is aware that they have committed an offence overseas which may be equivalent to those listed, they should seek independent expert or legal advice to ensure that they provide information that is truthful and accurate.

Conviction policy

- 2.49 In considering an individual’s criminal record, licensing authorities must consider each case on its merits, but they should take a particularly cautious view of any offences against individuals with special needs, children and other vulnerable groups, particularly those involving violence, those of a sexual nature and those linked to organised crime. In order to achieve consistency, and to mitigate the risk of successful legal challenge, licensing authorities should have a clear policy for the consideration of criminal records. This should include, for example, which offences would prevent an applicant from being licenced regardless of the period elapsed in all but truly exceptional circumstances. In the case of lesser offences, a policy should consider the number of years the authority will require to have elapsed since the commission of particular kinds of offences before they will grant a licence.

- 2.50 Engagement with licensing authorities identified that greater direction from the Department was sought and in some cases required. The Department did not make specific recommendations regarding the assessment of convictions in the 2010 update of the Best Practice Guidance. In response to concerns raised by stakeholders and to assist in greater consistency in licensing, Annex A provides the Department’s recommendations on this issue. This draws on the work of the Institute of Licensing, in partnership with the LGA, the National Association of Licensing Enforcement Officers (NALEO) and Lawyers in Local Government, in publishing its guidance on determining the suitability of taxi and PHV licensees²¹. These periods should be taken as a minimum before a licence should be granted or renewed in all but truly exceptional circumstance. The Department’s view is that this places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain a licence. Authorities are however reminded that each case must be considered on its own merits, and applicants are entitled to a fair and impartial public hearing of their application if required.

Common Law Police Disclosure

- 2.51 The DBS is not the only source of information that should be considered as part of a fit and proper assessment for the licensing of taxi and PHV drivers.

²⁰ <https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

²¹ [https://instituteoflicensing.org/documents/Guidance_on_Suitability_Web_Version_\(16_May_2018\).pdf](https://instituteoflicensing.org/documents/Guidance_on_Suitability_Web_Version_(16_May_2018).pdf)

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Common Law Police Disclosure ensures that where there is a public protection risk, the police will pass information to the employer or regulatory body to allow them to act swiftly to mitigate any danger.

- 2.52 Common Law Police Disclosure replaced the Notifiable Occupations Scheme (NOS) in March 2015 and focuses on providing timely and relevant information which might indicate a public protection risk. Information is passed on at arrest or charge, rather than on conviction which may be some time after, allowing any measures to mitigate risk to be put in place immediately.
- 2.53 The new procedure provides robust safeguarding arrangements while ensuring only relevant information is passed on to employers or regulatory bodies. We would therefore strongly recommend that licensing authorities maintain close links with the police to ensure effective and efficient information sharing procedures and protocols are in place and are being used.

Other information

- 2.54 The LGA's Councillors' Handbook on taxi and private hire vehicle (PHV) licensing²² advises that those responsible for licensing should "*communicate regularly with licensing committees and officers in neighbouring councils to ensure critical information is shared and that there is a consistency and robustness in decision-making. By working together, local government can make sure that this vital service is safe, respected, and delivering for local communities.*"
- 2.55 The police are an invaluable source of intelligence when assessing whether a licensing applicant is a 'fit and proper' person. It is vital that licensing authorities have a partnership with the police service to ensure that appropriate information is shared as quickly as possible. As part of building an effective working relationship between the licensing authority and the police we strongly recommend that action taken as a result of information received is fed-back to the police. Increasing the awareness among police forces of the value licensing authorities place on the information received, particularly on non-conviction intelligence, will assist furthering these relationships and reinforce the benefits of greater sharing of information.
- 2.56 This relationship can be mutually beneficial, assisting the police to prevent crime. The police can gain valuable intelligence from drivers and operators, for example, the identification of establishments that are selling alcohol to minors or drunks, or the frequent transportation of substance abusers to premises.
- 2.57 As has been stated elsewhere in this guidance, obtaining the fullest information minimises the doubt as to whether an applicant or licensee is 'fit and proper'. An obvious source of relevant information is any previous licensing history. Applicants should therefore be required to disclose if they hold or have previously held a licence with another authority. An applicant should also be required to disclose if they have had an application for a licence refused, or a licence revoked or suspended by any other licensing authority. For this process

²² <https://www.local.gov.uk/councillor-handbook-taxi-and-phv-licensing>

to be beneficial, all licensing authorities must keep a complete and accurate record as to the reasons for refusal, suspension or revocation of a licence in order that this might be shared if requested and appropriate to do so.

- 2.58 The LGA's Taxi and PHV licensing Councillors' handbook²³ advises that Councils should meet or communicate regularly with licensing committees and officers in neighbouring councils to ensure critical information is shared. While this approach may aid consistency and robustness in decision-making within regions, it has obvious inherent limitations as it is unlikely such protocols could be established between all licensing authorities. The LGA commissioned the National Anti-Fraud Network to develop a national register of taxi and PHV driver licence refusals and revocations (the register is known as 'NR3'). The use of tools such as NR3 by licensing authorities to share information on a more consistent basis would mitigate the risk of non-disclosure of relevant information by applicants.
- 2.59 Data protection legislation provides exemption from the rights of data subjects for the processing of personal data in connection with regulatory activities. This includes taxi and PHV driver licensing. The exemption applies only to information processed for the core regulatory activities of appropriate organisations; it may not be used in a blanket manner. The exemption applies only to the extent that the application of the rights of data subjects to the information in question would be likely to prejudice the proper discharge of the regulatory functions. The Information Commissioner's Office has published guidance to assist organisations to fully understand their obligations and suggest good practice²⁴.
- 2.60 If notification under paragraph 2.57 or 2.58 of a refused or revoked license is disclosed, the relevant licensing authority should be contacted to establish when the licence was refused, suspended or revoked and the reasons why. The information disclosed can then be taken into account in determining the applicant's fitness to be licensed. The relevance of the reason for refusing/revoking a licence must be considered. For example, if any individual was refused a licence for failing a local knowledge test, it does not have any safeguarding implications. Conversely, a revocation or refusal connected to indecency would.
- 2.61 Should a licensing authority receive information that a licence holder did not disclose the information referred to in paragraph 2.57, for example by checking the NR3 register, the authority should consider whether the non-disclosure represents dishonesty and should therefore review whether the licence holder remains 'fit and proper'.

Multi-agency Safeguarding Hub (MASH)

- 2.62 Multi-Agency Safeguarding Hubs are a way to improve the safeguarding response for children and vulnerable adults through better information sharing and high quality and timely safeguarding responses. MASHs (or similar models)

²³ <https://www.local.gov.uk/councillor-handbook-taxi-and-phv-licensing>

²⁴ <https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/lawful-basis-for-processing/>

should operate on three common principles: information sharing, joint decision making and coordinated intervention.

2.63 The Home Office report on Multi Agency Working and Information Sharing²⁵ recommended that effective multi-agency working still needs to become more widespread. The Children’s Commissioner’s 2013 Inquiry into Child Sexual Exploitation in Gangs and Groups²⁶ found that both police and local authorities still identified the inability to share information as a key barrier to safeguarding children from sexual abuse and exploitation.

2.64 The Department recommends all licensing authorities should establish a means to facilitate the objectives of a MASH. As has been emphasised throughout this guidance, one of the most effective ways to minimise the risk to children and vulnerable adults when using taxis and PHVs is to ensure that decisions on licensing individuals are made with the fullest knowledge possible.

Complaints against licensees

2.65 The LGA recommends that all councils should have a robust system for recording complaints, including analysing trends across the whole system as well as complaints against individual licensees²⁷. Licensees with a high number of complaints made against them should be contacted by the licensing authority and concerns raised with the driver and operator (if appropriate). Further action in terms of the licence holder must be determined by the licensing authority, which could include no further action, the offer of training, a formal review of the licence, or formal enforcement action.

2.66 Licensing authorities should produce guidance for passengers on making complaints directly to the licensing authority that **must** be available on their website and displayed in licensed vehicles. This is likely to result in additional work for the licensing authority but has the advantage of ensuring consistency in the handling of complaints. Currently, it is more likely that a complaint against a taxi driver would be made directly to the licensing authority whereas a complaint against a PHV driver is more likely to be made to the operator. An effective partnership in which operators can share concerns regarding drivers is also encouraged. A systematic recording of complaints will provide a further source of information to consider when renewing a licence for a driver or operator or identify problems during the period of the licence.

2.67 Importantly, this approach will assist in the directing of complaints and information regarding the behaviour of drivers who may be carrying a passenger outside of the area in which the driver is licensed to the authority that issued the licence. In order for this to be effective licensing authorities must ensure that drivers are aware of a requirement to display information on how to complain and take appropriate sanctions against those that do not comply with this requirement.

25 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/338875/MASH.pdf

26 https://www.childrenscommissioner.gov.uk/wp-content/uploads/2017/07/If_only_someone_had_listened.pdf

27 <https://www.local.gov.uk/councillor-handbook-taxi-and-phv-licensing>

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2.68 CCTV footage of an incident can provide an invaluable insight, providing an ‘independent witness’ to an event. This can assist in the decision whether to suspend or revoke a licence. The potential benefits of mandating CCTV in vehicles is discussed in paragraphs 2.104 - 2.106.

Duration of licences

2.69 The Local Government (Miscellaneous Provisions) Act 1976 (as amended) sets a standard length at three years for taxi and PHV drivers and five years for PHV operators. Any shorter duration should only be issued when the licensing authority thinks it is appropriate in the specific circumstances of the case. Such circumstances could include where the licensing authority considers that a probationary period is necessary or where required (e.g. when the licence holder’s leave to remain in the UK is time-limited) or when the licence is only required to meet a short-term demand.

2.70 A previous argument against this length of licence was that a criminal offence might be committed, and not notified, during this period; this can of course also be the case during the duration of a shorter licence. This risk can be mitigated by requiring licensees to subscribe to the DBS update service as discussed in paragraphs 2.38 – 2.40 and authorities to undertake regular interim checks. To help authorities monitor licensees’ suitability, police forces should inform licensing authorities when they believe a licensee presents a risk to the travelling public. Paragraphs 2.51 - 2.53 provide further information about this process.

Safeguarding awareness

2.71 Licensing authorities should consider the role that those in the taxi and PHV industry can play in spotting and reporting the abuse, exploitation or neglect of children and vulnerable adults. As with any group of people, it is overwhelmingly the case that those within the industry can be an asset in the detection and prevention of abuse or neglect of children and vulnerable adults. However, this is only the case if they are aware of and alert to the signs of potential abuse and know where to turn to if they suspect that a child or vulnerable adult is at risk of harm or is in immediate danger.

2.72 It is the Department’s recommendation that licensing authorities provide safeguarding advice and guidance to the trade and that taxi and PHV drivers are required to undertake safeguarding training. This is often produced in conjunction with the police and other agencies. These programmes have been developed to help drivers and operators:

- provide a safe and suitable service to vulnerable passengers of all ages;
- recognise what makes a person vulnerable; and
- understand how to respond, including how to report safeguarding concerns and where to get advice.

2.73 In February 2018, the Department for Education (DfE) launched phase 3 of its nationwide campaign – ‘Together we can tackle child abuse’. Building on phases 1 and 2, which ran in 2016 and 2017, it aims to increase public understanding of how to recognise and report child abuse and neglect. The DfE has developed an online toolkit²⁸ of material for local authorities, charities and other organisations to use to support the campaign.

Other forms of exploitation – ‘County lines’ drug trafficking

2.74 Victims of exploitation may not appear as such at first sight. 74% of police forces noted the exploitation of vulnerable people (including children) by gangs and organised criminal networks involved in trafficking illegal drugs within the UK²⁹ to move and store drugs and money across the country, often from urban areas to regional locations. They will frequently use coercion, intimidation, violence (including sexual violence) and weapons. This gang activity (known as county lines), and the associated violence, drug dealing and exploitation has a devastating impact on young people, vulnerable adults and local communities.

2.75 The National Crime Agency’s updated annual threat assessment of county lines reported that county lines groups are using taxis and PHVs as a method of transportation. In that assessment, 33% of police forces in England and Wales (14 forces) reported use of taxis and PHVs to transport drug couriers between markets. These couriers are often young people who have been exploited and may be victims of trafficking; the typical age range is 15-17 years old, but may be much younger. They may have vulnerabilities besides their age, such as broader mental health issues, disrupted or chaotic homes, substance misuse issues or reported as missing.

2.76 Safeguarding awareness training should include the ways in which drivers can help to identify county lines exploitation. Firstly, they should be aware of the following warning signs:

- young people, sometimes as young as 12, travelling in taxis alone;
- travelling at unusual hours (during school time, early in the morning or late at night);
- travelling long distances ;
- unfamiliar with the local area or do not have a local accent;
- paying for journeys in cash or prepaid.

²⁸ <https://tacklechildabuse.campaign.gov.uk/>

²⁹ <http://www.nationalcrimeagency.gov.uk/news/1247-latest-threat-update-estimates-at-least-720-county-lines-drug-dealing-lines>

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- 2.77 The Home Office is working with partners to raise awareness of county lines and has produced promotional material that can be used by taxi and PHV companies.³⁰
- 2.78 Drivers (or any person) should be aware of what to do if they believe a child or vulnerable person is at risk of harm. If the risk is immediate they should contact the police otherwise they should:
- use the local safeguarding process, the first step of which is usually to contact the safeguarding lead within the local authority;
 - call Crime Stoppers on 0800 555 111.

Language proficiency

- 2.79 Authorities should consider whether an applicant would have any problems in communicating with customers because of language difficulties. Licensing authorities have the freedom to specify the level of proficiency, but it is recommended to cover both oral and written English language skills necessary to fulfil their duties, including in emergency and other challenging situations. This should include:
- conversing with passengers to demonstrate an understanding of the desired destination, an estimation of the time taken to get there and other common passenger requests;
 - providing a customer with correct change from a note or notes of higher value than the given fare, and doing so with relative simplicity;
 - providing a legibly written receipt upon request.

Enforcement

- 2.80 Implementing an effective framework for licensing authorities is essential to a well-functioning taxi and PHV sector. These steps will help prevent the licensing of drivers that are not deemed 'fit and proper' but does not ensure that those already licensed continue to display the behaviours and standards expected.
- 2.81 We have discussed the benefits of licensing authorities working collaboratively in regard to the sharing of information, and this can equally apply to enforcement powers. An agreement between licensing authorities to jointly authorise officers enables the use of enforcement powers regardless of which authority within the agreement the officer is employed by and which issued the licence. Together with increased clarity for the public on complaining, these measures will mitigate the opportunities for drivers to evade regulation. Such an agreement will enable those authorities to take action against vehicles and

³⁰https://www.gov.uk/government/publications/county-lines-posters-for-taxi-and-private-vehicle-hire-staff?utm_source=HO&utm_campaign=LA

drivers that are licensed by the other authority when they cross over boundaries. A model for agreeing joint authorisation is contained in the LGA Councillors' handbook³¹.

2.82 It is not reasonable to expect drivers to adhere to a policy unless they are properly informed of what is expected of them and the repercussions for failing to do so. Some licensing authorities operate a points-based system, which allows minor breaches to be recorded and considered in context while referring those with persistent or serious breaches to the licensing committee. This has the benefit of consistency in enforcement and makes better use of the licensing committee's time.

2.83 The Department suggest that there should be a clear, simple and well-publicised process for the public to make complaints about drivers and operators. This will provide a further source of intelligence when considering the renewal of licences and of any additional training that may be required. It is then for the licensing authority to consider if any intelligence indicates a need to suspend or revoke a licence in the interests of public safety.

Suspension and revocation of driver licences

2.84 Section 61 of the Local Government (Miscellaneous Provisions) Act 1976 provides a licensing authority with the ability to suspend or revoke a driver's licence on the following grounds:-

(a) that he has since the grant of the licence—

(i) been convicted of an offence involving dishonesty, indecency or violence; or

(ii) been convicted of an offence under or has failed to comply with the provisions of the Act of 1847 or of this Part of this Act;

(aa) that he has since the grant of the licence been convicted of an immigration offence or required to pay an immigration penalty; or

(b) any other reasonable cause

2.85 Licensing authorities have the option to suspend or revoke a licence should information be received that causes concern over whether a driver is a fit and proper person. Where the licence holder has been served an immigration penalty or convicted of an immigration offence the licence should be revoked immediately. Guidance for licensing authorities to prevent illegal working in the taxi and PHV sector has been issued by the Home Office³². As with the initial decision to license a driver, this determination must be reached based on the balance of probabilities, not on the burden of beyond reasonable doubt.

2.86 Before any decision is made, the licensing authority must give full consideration to the available evidence and the driver should be given the

³¹ <https://www.local.gov.uk/councillor-handbook-taxi-and-phv-licensing>

³² https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/613415/A_Licensing_Authority_guide_to_right_to_work_checks_-_England_and_Wales.pdf

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opportunity to state his or her case. If a period of suspension is imposed, it cannot be extended or changed to revocation at a later date.

- 2.87 A decision to revoke a licence does not however prevent the reissuing of a licence should further information be received that alters the balance of probability decision previously made. The decision to suspend or revoke was based on the evidence available at the time the determination was made. New evidence may, of course, become available later.
- 2.88 New evidence may be produced at an appeal hearing that may result in the court reaching a different decision to that reached by the council or an appeal may be settled by agreement between the licensing authority and the driver on terms which, in the light of new evidence, becomes the appropriate course. If, for example, the allegations against a driver were now, on the balance of probability, considered to be unfounded, a suspension could be lifted or, if the licence was revoked, an expedited re-licensing process used.
- 2.89 A suspension may still be appropriate if it is believed that a minor issue can be addressed through additional training. In this instance the licence would be returned to the driver once the training has been completed without further consideration. This approach is clearly not appropriate where the licensing authority believes that, based on the information available at that time, on the balance of probability it is considered that the driver presents a risk to public safety.

Criminal record checks for PHV operators

- 2.90 As with driver licensing, the objective in licensing PHV operators is to protect the public, who may be using operators' premises and trusting that the drivers and vehicles they dispatch are above all else safe. It is important therefore that licensing authorities are assured that the operators they license also pose no threat to the public and have no links to serious criminal activity. Although an operator may not have direct contact with passengers, they are still entrusted to ensure that the drivers and vehicles used to fulfil a booking are appropriately licensed and so 'fit and proper'. PHV operators are also frequently provided with sensitive information such as periods when a home may be vacated as the residents are on holiday. Those making licensing decisions should consider whether they would be content for an applicant to hold sensitive information and are confident that this would not be misused.
- 2.91 PHV operators (as opposed to PHV drivers) are not eligible for standard or enhanced criminal records checks. We recommend that licensing authorities request a criminal conviction certificate (Basic disclosure) from the DBS. Any individual may apply for a Basic check and the certificate will disclose any unspent convictions recorded on the PNC. Licensing authorities should consider whether an applicant or licence holder with a conviction for offences detailed in Annex A (other than those relating to driving) meet the 'fit and proper' threshold.
- 2.92 PHV operator licences may be applied for by a company or partnership; licensing authorities should apply the 'fit and proper' test to each of the directors or partners in that company or partnership. For this to be effective PHV

operators should be required to advise the licensing authority of any changes to the directors or partners.

- 2.93 Individuals, directors or partners granted a PHV operator licence should be required to subscribe to the DBS update service as a condition of licensing and licensing authorities should consider routinely checking the DBS certificates of their licence holders, for example every six months
- 2.94 As explained earlier in the context of driver licensing, the **DBS cannot access criminal records held overseas**. Therefore, a DBS check may not provide a complete picture of an individual's criminal record where there have been periods living or working overseas. A licensing authority should ensure they have access to all the information available to them when making a decision whether to grant a licence, particularly when an applicant has previously lived outside the UK. It should be noted that it is the character of the applicant as an adult that is of interest, therefore a period outside the UK before the age of 18 may not be relevant. For information on applying for overseas criminal record checks or a 'Certificate of Good Character' please see the Home Office guidance³³ on criminal record checks for overseas applicants. Licensing authorities should seek criminal records information from overseas when an applicant has previously lived outside the UK for a period of more than three continuous months to properly assess risk and support the decision making process.
- 2.95 Where an individual is aware that they have committed an offence overseas which may be equivalent to those listed in Annex A, they should seek independent expert or legal advice to ensure that they provide information that is truthful and accurate.

PHV Operators - ancillary staff

- 2.96 PHV drivers are not the only direct contact that PHV users have with PHV operators' staff, for example a person taking bookings (be it by phone or in person). A vehicle controller decides which driver to send to a user, a position that could be exploited by criminals. It is therefore appropriate that all staff that have contact with PHV users and the dispatching of vehicles should not present an undue risk to the public or the safeguarding of children and vulnerable adults.
- 2.97 Licensing authorities should be satisfied that PHV operators can demonstrate that all staff that have contact with the public and/or oversee the dispatching of vehicles do not pose a risk to the public. Licensing authorities should request that, as a condition of granting an operator licence, a register of all staff that will take bookings or dispatch vehicles is kept. The operator should be required to evidence that they have had sight of a Basic DBS check on all individuals listed.
- 2.98 Operators or applicants for a licence should also be required to provide their policy on employing ex-offenders in roles that would be on the register as above. As with the threshold to obtaining a PHV operators' licence, those with a

³³ <https://www.gov.uk/government/publications/criminal-records-checks-for-overseas-applicants>

conviction for offences detailed in Annex A (other than those relating to driving) may not be suitable to handle the sensitive information the public may provide (e.g. that their home is likely to be empty between certain dates) or to decide who is sent to carry a child or vulnerable adult unaccompanied in a car.

- 2.99 Those granted an operator licence should be required to maintain a register of staff that take bookings and/or control vehicles and ensure that Basic DBS checks are conducted on any individuals added to the register and that this is compatible with their policy on employing ex-offenders.

PHV Operators – Use of passenger carrying vehicles (PCV) licensed drivers

- 2.100 Members of the public are entitled to expect when making a booking with a PHV operator that they will receive a PHV licensed vehicle and driver. The use of a driver who holds a PCV licence and the use of a public service vehicle (PSV) such as a minibus to undertake a PHV booking should not be permitted as a condition of the PHV operator's licence. Drivers of PSVs who are PCV licence holders are not subject to the same checks as PHV drivers, as the work normally undertaken, i.e. driving a bus or coach, does not present the same risk to passengers.

PHV Operators - record keeping

- 2.101 Section 56 of the Local Government (Miscellaneous Provisions) Act 1976³⁴ requires PHV operators to keep records of the particulars of every booking invited or accepted, whether it is from the passenger or at the request of another operator. The particulars to be recorded may be specified by the licensing authority as a condition of the operator licence. The Department recommend that this information should include:

- the name of the passenger;
- the time of the request;
- the pick-up point;
- the destination;
- the name of the driver;
- the driver's licence number;
- the vehicle registration number of the vehicle.

- 2.102 This information will enable the passenger to be traced if this becomes necessary and should improve driver security and facilitate enforcement. It is suggested that six months is generally appropriate as the length of time that records should be kept.

³⁴ <http://www.legislation.gov.uk/ukpga/1976/57>

2.103 PHV operators have a duty under data protection legislation to protect the information they record. The Information Commissioner's Office provides comprehensive on-line guidance on registering as a data controller and how to meet their obligations.

In-vehicle visual and audio recording – CCTV

2.104 Government has acknowledged the potential risk to public safety when passengers travel in taxis and PHVs. In 2012 the Government enabled licensing authorities to undertake enhanced DBS checks. The Department appreciates that all licensing authorities have recognised the risk posed by the very small minority of licensed drivers and undertake this level of check. It is unfortunately the case that no matter how complete the information available to licensing authorities is, nor how robust the policies in place are and the rigor with which they are applied, it will never remove the possibility of harm to passengers by drivers. The Department's view is that CCTV can provide additional deterrence to prevent this and investigative value when it does. The use of CCTV can provide a safer environment for the benefit of taxi/PHV passengers and drivers by:

- deterring and preventing the occurrence of crime;
- reducing the fear of crime;
- assisting the police in investigating incidents of crime;
- assisting insurance companies in investigating motor vehicle accidents.

2.105 While only a small minority of licensing authorities have so far mandated all vehicles to be fitted with CCTV systems, the experience of those authorities that have has been positive for both passengers and drivers. In addition, the evidential benefits of CCTV may increase the level of reporting of sexual offences. According to the Crime Survey for England and Wales³⁵ only 17% of victims report their experiences to the police, 28% of rape or sexual assault victims indicated that a fear they would not be believed as a factor in them not reporting the crime. The evidential benefits CCTV could provide are therefore an important factor when considering CCTV in vehicles.

2.106 The mandatory installation of CCTV in vehicles may deter people from seeking a taxi or PHV licence with the intent of causing harm. Those that gain a licence and consider perpetrating an opportunistic attack against a vulnerable unaccompanied passenger may be deterred from doing so. It is however unfortunately the case that offences may still occur even with CCTV operating.

2.107 CCTV systems that are able to record audio as well as visual data may also help the early identification of drivers that exhibit inappropriate behaviour toward passengers. Audio recording should be both overt and targeted i.e. only when

35

<https://www.ons.gov.uk/peoplepopulationandcommunity/crimeandjustice/articles/sexualoffencesinenglandandwales/yearendingmarch2017#main-points>

passengers (or drivers) consider it necessary and all parties should be made aware that a recording is being made. The recording of audio should be used to provide an objective record of events such as disputes or inappropriate behaviour and must not be continuously active by default and should recognise the need for privacy of passengers' private conversations between themselves. Activation of the audio recording capability of a system might be instigated when either the passenger or driver operates a switch or button.

- 2.108 It is important to note that, in most circumstances, a licensing authority which mandates the installation of CCTV systems in taxis and PHV will be responsible for the data – the data controller. It is important that data controllers fully consider concerns regarding privacy and licensing authorities should consider how systems are configured, should they mandate CCTV (with or without audio recording). For example, vehicles may not be exclusively used for business, also serving as a car for personal use - it should therefore be possible to manually switch the system off (both audio and visual recording) when not being used for hire.
- 2.109 Imposition of a blanket requirement to attach CCTV as a condition to a licence is likely to give rise to concerns about the proportionality of such an approach and will therefore require an appropriately strong justification and must be kept under regular review.
- 2.110 The Home Office '*Surveillance Camera Code of Practice*'³⁶ advises that government is fully supportive of the use of overt surveillance cameras in a public place whenever that use is:
- in pursuit of a legitimate aim;
 - necessary to meet a pressing need;
 - proportionate;
 - effective, and;
 - compliant with any relevant legal obligations
- 2.111 The Code also sets out 12 guiding principles which, as a 'relevant authority' under the Protection of Freedoms Act 2012³⁷, licensing authorities must have regard to. It must be noted that, where a licence is granted subject to CCTV system conditions, the licensing authority assumes the role and responsibility of 'System Operator'. The role requires consideration of all guiding principles in this code. The failure to comply with these principles may be detrimental to the use of CCTV evidence in court as this may be raised within disclosure to the Crown Prosecution Service and may be taken into account.

³⁶ <https://www.gov.uk/government/publications/surveillance-camera-code-of-practice>

³⁷ [Section 33\(5\) of the Protection of Freedoms Act 2012](#)

- 2.112 The Surveillance Camera Commissioner (SCC) has provided guidance on the Surveillance Camera Code of Practice in its '*Passport to Compliance*'³⁸ which provides guidance on the necessary stages when planning, implementing and operating a surveillance camera system to ensure it complies with the code. The Information Commissioner's Office³⁹ (ICO) has also published a code of practice which, in this context, focuses on the data governance requirement associated with the use of CCTV such as data retention and disposal, which it is important to follow in order to comply with the data protection principles. The SCC provides a self-assessment tool⁴⁰ to assist operators to ensure compliance with the principles set out in the Surveillance Camera Code of Practice. The SCC also operate a certification scheme⁴¹; authorities that obtain this accreditation are able to clearly demonstrate that their systems conform to the SCC's best practice and are fully compliant with the Code and increase public confidence that any risks to their privacy have been fully considered and mitigated.
- 2.113 The Data Protection Act 2018⁴² regulates the use of personal data. Part 2 of the Data Protection Act applies to the general processing of personal data, and references and supplements the General Data Protection Regulation. Licensing authorities, as data controllers, must comply with all relevant aspects of data protection law. Particular attention should be paid to the rights of individuals which include the right to be informed, of access and to erasure. The ICO has provided detailed guidance⁴³ on how data controllers can ensure compliance with these.
- 2.114 It is a further requirement of data protection law that before implementing a proposal that is likely to result in a high risk to the rights and freedoms of people, an impact assessment on the protection of personal data shall be carried out. The ICO recommends in guidance⁴⁴ that if there is any doubt as to whether a Data Protection Impact Assessment (DPIA) is required one should be conducted to ensure compliance and encourage best practice. A DPIA will also help to assess properly the anticipated benefits of installing CCTV (to passengers and drivers) and the associated privacy risks; these risks might be mitigated by having appropriate privacy information and signage, secure storage and access controls, retention policies, training for staff how to use the system, etc. Licensing authorities should consult on this issue to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or an adverse net effect on the safety of taxi and PHV users, including children or vulnerable adults.
- 2.115 It is essential to ensure that all recordings made are secure and can only be accessed by those with legitimate grounds to do so. This would normally be the police if investigating an alleged crime or the licensing authority if investigating a complaint or data access request. Encryption of the recording to which the

38 <https://www.gov.uk/government/publications/passport-to-compliance>

39 <https://ico.org.uk/media/for-organisations/documents/1542/cctv-code-of-practice.pdf>

40 <https://www.gov.uk/government/publications/surveillance-camera-code-of-practice-self-assessment-tool>

41 <https://www.gov.uk/government/publications/surveillance-camera-code-of-practice-third-party-certification-scheme>

42 <http://www.legislation.gov.uk/ukpga/2018/12/contents/enacted>

43 <https://ico.org.uk/for-organisations/guide-to-the-general-data-protection-regulation-gdpr/individual-rights/>

44 <https://ico.org.uk/for-organisations/guide-to-data-protection/guide-to-the-general-data-protection-regulation-gdpr/security/>

licensing authority, acting as the data controller, holds the key, mitigates this issue and protects against theft of the vehicle or device. It is one of the guiding principles of data protection legislation, that personal data (including in this context, CCTV recordings and other potentially sensitive passenger information) is handled securely in a way that 'ensures appropriate security', including protection against unauthorised or unlawful processing and against accidental loss, destruction or damage, using appropriate technical or organisational measures.

- 2.116 All passengers must be made aware if CCTV is operating in a vehicle. As well as clear signage in vehicles, information on booking systems should be introduced. This might be text on a website, scripts or automated messages on telephone systems.

Stretched Limousines

- 2.117 Licensing authorities are sometimes asked to license small (those constructed or adapted to carry fewer than nine passengers) limousines as PHVs. It is suggested that licensing authorities should approach such requests on the basis that these vehicles – where they have fewer than nine passenger seats - have a legitimate role to play in the private hire trade, meeting a public demand. Indeed, the Department's view is that it is not a legitimate course of action for licensing authorities to adopt policies that exclude limousines as a matter of principle thereby excluding service from the scope of the PHV regime and the safety benefits this provides. A blanket policy of excluding limousines may create an unacceptable risk to the travelling public, as it may lead to higher levels of unsupervised operation. Public safety considerations are best supported by policies that allow respectable, safe operators to obtain licences on the same basis as other private hire vehicle operators.
- 2.118 Stretched large limousines which clearly have more than eight passenger seats should not in most circumstance be licensed as PHVs because they are outside the licensing regime for PHVs. However, under some circumstances the Individual Vehicle Approval (IVA) regime accepts vehicles with space for more than eight passengers, particularly where the precise number of passenger seats is hard to determine. In these circumstances, if the vehicle has obtained an IVA certificate, the authority should consider the case on its merits in deciding whether to license the vehicle under the strict condition that the vehicle will not be used to carry more than eight passengers, bearing in mind that refusal may encourage illegal private hire operation.

Consultation at the local level

- 2.119 It is good practice for licensing authorities to consult on any significant proposed changes in licensing rules. Such consultation should include not only the taxi and PHV trades but also groups likely to be the trades' customers. Examples are groups representing disabled people, Chambers of Commerce, organisations with a wider transport interest (e.g. the Campaign for Better Transport and other transport providers), women's groups, local traders, and the local multi-agency safeguarding arrangements. It may also be helpful to consult

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with night-time economy groups (such as Pubwatch) if the trade is an important element of dispersal from the local night-time economy's activities.

- 2.120 Any decision taken to alter the licensing regime is likely to have an impact on the operation of the taxi and PHV sector in neighbouring areas; it would therefore be good practice to engage with these to identify any concerns and issue that might arise from a proposed change. Many areas convene regional officer consultation groups or, more formally, councillor liaison meetings; the Department considers this approach to be good practice.

Annex A – Previous convictions guidance

Legislation specifically identifies offences involving dishonesty, indecency or violence as a concern when assessing whether an individual is ‘fit and proper’ to hold a taxi or PHV licence. The following recommendations to licensing authorities on previous convictions reflect this.

Authorities must consider each case on its own merits, and applicants/licensees are entitled to a fair and impartial public hearing of their application if required. The periods given below should be taken as a minimum before a licence should be granted or renewed in all but truly exceptional circumstance. The Department’s view is that this places passenger safety as the priority while enabling past offenders to sufficiently evidence that they have been successfully rehabilitated so that they might obtain or retain a licence.

Crimes resulting in death

Where an applicant or licensee has been convicted of a crime which resulted in the death of another person or was intended to cause the death or serious injury of another person they will not be licensed.

Exploitation

Where an applicant or licensee has been convicted of a crime involving, related to, or has any connection with abuse, exploitation, use or treatment of another individual irrespective of whether the victim or victims were adults or children, they will not be licensed. This includes slavery, child sexual abuse, exploitation, grooming, psychological, emotional or financial abuse, but this is not an exhaustive list.

Offences involving violence

Where an applicant has a conviction for an offence of violence, or connected with any offence of violence, a licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.

Possession of a weapon

Where an applicant has a conviction for possession of a weapon or any other weapon related offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Sex and indecency offences

Where an applicant has a conviction for any offence involving or connected with illegal sexual activity or any form of indecency, a licence will not be granted.

In addition to the above, the licensing authority will not grant a licence to any applicant who is currently on the Sex Offenders Register or on any barred list.

Dishonesty

Where an applicant has a conviction for any offence of dishonesty, or any offence where dishonesty is an element of the offence, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Drugs

Where an applicant has any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply, a

licence will not be granted until at least 10 years have elapsed since the completion of any sentence imposed.

Where an applicant has a conviction for possession of drugs, or related to the possession of drugs, a licence will not be granted until at least 5 years have elapsed since the completion of any sentence imposed. In these circumstances, any applicant will also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

Discrimination

Where an applicant has a conviction involving or connected with discrimination in any form, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence imposed.

Motoring convictions

Hackney carriage and private hire drivers are professional drivers charged with the responsibility of carrying the public. It is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence would not prohibit the granting of a licence. However, applicants with multiple motoring convictions may indicate that an applicant does not exhibit the behaviours of a safe road user and one that is suitable to drive professionally.

Any motoring conviction of a licensed driver demonstrates that the licensee may not take their professional responsibilities seriously. However, it is accepted that offences can be committed unintentionally, and a single occurrence of a minor traffic offence may not necessitate the revocation of a taxi or PHV driver licence providing the authority considers that the licensee remains a fit and proper person to retain a licence.

Drink driving/driving under the influence of drugs/using a hand-held telephone or hand held device whilst driving

Where an applicant has a conviction for drink driving or driving under the influence of drugs, a licence will not be granted until at least 7 years have elapsed since the completion of any sentence or driving ban imposed. In the case of driving under the influence of drugs, any applicant will also have to undergo drugs testing at their own expense to demonstrate that they are not using controlled drugs.

Where an applicant has a conviction for using a held-hand mobile telephone or a hand-held device whilst driving, a licence will not be granted until at least 5 years have elapsed since the conviction or completion of any sentence or driving ban imposed, whichever is the later.

Annex B - Staying safe: guidance for passengers

Licensing authorities should provide guidance to assist passengers in identifying licensed vehicles and the increased risks of using unlicensed vehicles. The guidance might include advice on:

- how to tell if a taxi or private hire vehicle is licensed.

Educate the public in the differences between taxis and PHVs e.g.:

- a taxi can be flagged down or pre-booked.
- a PHV that has not been pre-booked should not be used as it will not be insured and may not be licensed.
- what a PHV should look like e.g. colour, signage, licence plates etc.
- the benefit of pre-booking a return vehicle before going out.
- arrange to be picked up from a safe meeting point.
- requesting at the time of booking what the fare is likely to be.

When using a private hire vehicle, passengers should always:

- book with a licensed operator.
- confirm their booking with the driver when s/he arrives.
- note the licence number.
- sit in the back, behind the driver.
- let a third party know details of their journey.

When using a taxi, passengers should where possible:

- use a taxi rank and choose one staffed by taxi marshals if available.

Appendix B

Draft Statutory Guidance and the Current RBWM policies

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
<p>1. Licensing policy. Licensing authorities should create a cohesive policy document that brings together all their procedures on taxi and PHV licensing. This should include but not be limited to policies on convictions, a ‘fit and proper’ person test, licence conditions and vehicle standards.</p> <p>The primary and overriding objective must be to protect the public.</p>	<p>All procedures and requirements, including a ‘fit and proper’ person test, licence conditions and vehicle standards, are contained within the RBWM policies</p>
<p>2. Fit and proper test. It may be helpful when considering whether an applicant or licensee is fit and proper to pose oneself the following question: <u>“Without any prejudice, and based on the information before you, would you allow a person for whom you care, regardless of their condition, to travel alone in a vehicle driven by this person at any time of day or night?”</u></p> <p>If, on the balance of probabilities, the answer to the question is ‘no’, the individual should not hold a licence.</p> <p>All decisions on the suitability of an applicant or licensee should be made on the balance of probability. <u>This means that an applicant or licensee should not be ‘given the benefit of doubt’.</u></p>	<p>The RBWM policy and conditions are more prescriptive. Moving to the approach opposite will be helpful to officers and members when dealing with borderline decisions so as to give the benefit of the doubt to the public, not the applicant or licensee</p>
<p>3. Administration of the licensing framework. Functions should be clearly delegated to a committee, a sub-committee or an officer</p> <p>It is essential that all those involved in the determination of licensing matters have received sufficient training and</p>	<p>This is reflected in current policy and procedure and the meetings and actions of the Licensing Panel</p> <p>Mandatory training for all Licensing Panel members will take place after the May elections when the new Panel is appointed</p>

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
<p>are adequately resourced to allow them to discharge the function effectively and correctly.</p> <p>It is recommended that councils operate with a Regulatory Committee or Board that is convened at periodic intervals to determine licensing matters, with individual cases being considered by a panel of elected and suitably trained councillors drawn from a larger Regulatory Committee or Board</p>	
<p>4. Whistleblowing. It is recommended that licensing authorities have effective internal procedures for staff to use where there are concerns that policies are not being applied correctly</p>	<p>This does not appear in current policy and procedures so would be adopted should the draft guidance become statutory guidance</p>
<p>5. Implementing changes to licensing policy. Any changes in licensing requirements should be followed by a review of the licences already issued</p>	<p>This does not appear in current policy and procedures. It may not be feasible to carry this out and this is reflected in the answers to the consultation, see Appendix B question 5</p>
<p>6. The Disclosure & Barring System (DBS). An enhanced DBS should be undertaken at first application or renewal.</p> <p>All licensing authorities should also request a check of the barred lists in addition to the enhanced DBS check, for individuals applying for or renewing taxi and PHV driver licences.</p>	<p>This is current practice but could be more clearly stated in RBWM policies</p>
<p>7. DBS updating system. Licensing authorities should make use of the DBS update service. This subscription service allows licensees to keep their DBS certificates up to date online and, with the individual's consent, allows licensing authorities (as a nominee) to check the status of a certificate online at any time.</p>	<p>This is not current practice but has benefits to both RBWM and drivers so would be adopted should the draft guidance become statutory guidance</p> <p>There would be a cost to the driver but this would be offset by easing the application and renewal process</p>

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
<p>8. Licensee self-reporting. There should be a requirement that licence holders notify the issuing authority within 48 hours of an arrest and release, charge or conviction of any motoring offence, or any offence involving dishonesty, indecency or violence. An arrest for any of the offences within this scope should result in a review by the issuing authority as to whether the licence holder is fit to continue to do so</p>	<p>RBWM currently requires notification within 7 days. This tighter requirement would be adopted should the draft guidance become statutory guidance to bring RBWM into line with these minimum standards and to ensure consistency across the country</p>
<p>9. Referrals to DBS and the police. In some circumstances it may be appropriate under the Safeguarding Vulnerable Groups Act 2006 for licensing authorities to make referrals to the DBS; for example, a decision to refuse or revoke a licence as the individual is thought to present a risk of harm to a child or vulnerable adult, should be referred to the DBS. The power for the licensing authority to in this context arises from the undertaking of a safeguarding role. Further guidance has been provided by the DBS</p>	<p>This is not current practice but would be adopted should the draft guidance become statutory guidance</p>
<p>10. Overseas convictions. A licensing authority should ensure they have access to all the information available to them when making a decision whether to grant a licence, particularly when an applicant has previously lived outside the UK</p>	<p>It is current practice to require a 'Certificate of Good Character' when an applicant has previously lived outside the UK but policy in this area would be reviewed to ensure that it fully complies with the draft guidance</p>
<p>11. Conviction policy. To assist in greater consistency in this area the draft guidance sets out a clear recommendation about the consideration of previous convictions</p>	<p>The draft guidance is clearer and more robust than current RBWM policies and would be adopted should the draft guidance become statutory guidance to bring RBWM in to line with these minimum standards and to ensure consistency across the country</p>
<p>12. Common Law Police Disclosure. Common Law Police Disclosure ensures that where there is a public protection risk, the police will pass</p>	<p>Notifications from TVP are received but the process could be clarified and clearly set out in an updated version of policies</p>

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
information to the employer or regulatory body to allow them to act swiftly to mitigate any danger.	
<p>13. Multi-agency Safeguarding Hub (MASH). It is recommended that all licensing authorities should establish a means to facilitate the objectives of a MASH</p>	This is not current practice but would be adopted should the draft guidance become statutory guidance
<p>14. Complaints against licensees. The LGA recommends that all councils should have a robust system for recording complaints, including analysing trends across the whole system as well as complaints against individual licensees</p> <p>Licensing authorities should produce guidance for passengers on making complaints directly to the licensing authority that <u>must</u> be available on their website and displayed in licensed vehicles.</p>	<p>Complaints are recorded but the process could be reviewed to ensure fully fit for purpose</p> <p>Guidance and signage for passengers will need to be reviewed to ensure it meets the requirements of these minimum standards</p>
<p>15. Duration of licences. The Local Government (Miscellaneous Provisions) Act 1976 (as amended) sets a standard length at three years for taxi and PHV drivers and five years for PHV operators. Any shorter duration should only be issued when the licensing authority thinks it is appropriate in the specific circumstances of the case.</p>	This is reflected in RBWM policies although annual licences can be issued if officers believe this to be appropriate or the applicant requests it, for example for financial reasons.
<p>16. Safeguarding awareness. It is the Department's recommendation that licensing authorities provide safeguarding advice and guidance to the trade and that taxi and PHV drivers are required to undertake safeguarding training.</p>	This has recently been adopted into RBWM policies and all current drivers and operators are undergoing safeguarding training in 2019
<p>17. Other forms of exploitation – 'County lines' drug trafficking. Safeguarding awareness training should include the ways in which drivers can help to identify county</p>	This can be discussed with the safeguarding training provider to ensure that it is included in the current training programme

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
lines exploitation.	
<p>18. Language proficiency. Authorities should consider whether an applicant would have any problems in communicating with customers because of language difficulties.</p>	<p>This is not currently included in RBWM policy and conditions, individual issued that do arise are dealt with on their own merits.</p> <p>This will need to be reviewed to come into line with the proposed minimum standards</p>
<p>19. Enforcement. Implementing an effective framework for licensing authorities is essential to a well-functioning taxi and PHV sector</p> <p>An agreement between licensing authorities to jointly authorise officers enables the use of enforcement powers regardless of which authority within the agreement the officer is employed by and which issued the licence.</p> <p>Some licensing authorities operate a points-based system, which allows minor breaches to be recorded and considered in context while referring those with persistent or serious breaches to the licensing committee.</p> <p>There should be a clear, simple and well-publicised process for the public to make complaints about drivers and operators.</p>	<p>There are currently no formal joint authorisations between RBWM and other LAs. A process to do this will need to be considered when policies are reviewed and updated.</p> <p>A points based system is an integral part of current RBWM policies</p> <p>The complaints process for use by the public will be reviewed for inclusion in any new policies</p>
<p>20. Suspension and revocation of driver licences. Section 61 of the Local Government (Miscellaneous Provisions) Act 1976 provides a licensing authority with the ability to suspend or revoke a driver's licence</p> <p>Before any decision is made, the licensing authority must give full consideration to the available evidence and the driver should be given the opportunity to state his or her case.</p>	<p>This is current RBWM practice but it will be reviewed to ensure it is fully in line with the minimum standards</p>
<p>21. Provisions for PHV operators. It is recommended that licensing</p>	<p>RBWM requires an enhanced DBS check on new operator applicants, so setting a higher</p>

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
<p>authorities request a criminal conviction certificate (Basic disclosure) from the DBS</p> <p>Licensing authorities should apply the 'fit and proper' test to each of the directors or partners in companies or partnership. For this to be effective PHV operators should be required to advise the licensing authority of any changes to the directors or partners.</p> <p>A licensing authority should ensure they have access to all the information available to them when making a decision whether to grant a licence, particularly when an applicant has previously lived outside the UK</p> <p>Licensing authorities should be satisfied that PHV operators can demonstrate that all staff that have contact with the public and/or oversee the dispatching of vehicles do not pose a risk to the public.</p>	<p>standard than in the draft guidance</p> <p>RBWM policies do not currently comply fully with this requirement so would be reviewed to ensure it is fully in line with the minimum standards</p> <p>RBWM policies do not currently comply fully with this requirement so would be reviewed to ensure it is fully in line with the minimum standards</p> <p>RBWM policies do not currently comply fully with this requirement so would be reviewed to ensure it is fully in line with the minimum standards</p>
<p>22. In-vehicle visual and audio recording – CCTV.</p> <p>While only a small minority of licensing authorities have so far mandated all vehicles to be fitted with CCTV systems, the experience of those authorities that have has been positive for both passengers and drivers.</p> <p>CCTV can provide additional deterrence to prevent the possibility of harm to passengers by drivers and investigative value if this does happen</p> <p>The installation of CCTV in vehicles may deter people from seeking a taxi or PHV licence with the intent of causing harm.</p> <p>If CCTV is used, strict procedures</p>	<p>There are no provisions in current RBWM policies relating to CCTV</p> <p>The draft guidance does not call for mandatory CCTV in hackney carriages and PHVs but this may be something for future Panels to consider</p> <p>Drivers may wish to install their own CCTV so as to benefit from the protection that it can provide</p>

Draft statutory guidance on national minimum standards for taxi and PHV licensing	Current RBWM Policies
<p>and controls would be needed to limit access to data and to comply with data protection legislation and guidance</p>	
<p>23. Stretched Limousines. Public safety considerations are best supported by policies that allow respectable, safe operators to obtain licences for these vehicles on the same basis as other private hire vehicle operators</p> <p>Stretched large limousines which clearly have more than eight passenger seats should not in most circumstance be licenced as PHVs because they are outside the licensing regime for PHVs.</p>	<p>RBWM policies currently allow for the licensing of vehicles with up to eight seats.</p> <p>Stretch limousines are not specifically mentioned but this could be addressed in any future version of the policies for purposes of clarity</p>
<p>24. Consultation at the local level. It is good practice for licensing authorities to consult on any significant proposed changes in licensing rules. Such consultation should include not only the taxi and PHV trades but also groups likely to be the trades' customers.</p> <p>Examples are groups representing disabled people, Chambers of Commerce, organisations with a wider transport interest (e.g. the Campaign for Better Transport and other transport providers), women's groups, local traders, and the local multi-agency safeguarding arrangements. It may also be helpful to consult with night-time economy groups (such as Pubwatch) if the trade is an important element of dispersal from the local night-time economy's activities.</p>	<p>Current practice is to consult with the trade when changes to policy and conditions are proposed.</p> <p>This could be widened when appropriate to other interested parties and bodies, and this should be clearly stated in a future, updated version of the policies</p>

Appendix C

Consultation Questions

1. Introduction

Thank you for taking the time to read the consultation document and to respond to the questions. Your answers will help us to firm up statutory guidance to taxi and private hire vehicle (PHV) licensing authorities on how their licensing powers can be exercised in order to safeguard children and vulnerable adults.

2. Personal details

1. Your name and email address. We will only use this if we need to contact you to ask about any of your responses.

Your name

Your email

3. About you

2. Are you responding: *

- as an individual?
- as a taxi driver?
- as a PHV driver?
- as a taxi intermediary?
- as a PHV operator?

X a licensing authority

- the police
- other (specify)?

4. Administration of the licensing framework

3. The draft statutory guidance recommends that all those involved in the determination of licensing matters should receive training covering licensing procedures, natural justice, child sexual abuse and exploitation, disability and equality in addition to any other issues deemed locally appropriate (paragraph 2.18). Do you agree with the recommendation?

X Yes

- No

No opinion

Comment below if you want to explain your answer.

4. The draft statutory guidance recommends a council structure for dealing with licensing matters (paragraphs 2.20-2.24). Do you agree with this proposed structure?

X Yes

No

No opinion

Comment below if you want to explain your answer.

5. Implementing changes to the licensing policy and requirements

5. The draft statutory guidance recommends that all issued licences should be reviewed following changes in licensing policy (paragraph 2.29). Do you agree with this recommendation?

Yes

X No

No opinion

Comment below if you want to explain your answer.

It would not be practicable to review all licences after all changes in licensing policy, and changes are unlikely to have a retrospective effect, so a complete review would not be necessary.

6. The Disclosure and Barring Service

6. The draft statutory guidance recommends that all drivers should be subject to an enhanced Disclosure and Barring Service (DBS) with barred lists check for individuals applying for or renewing taxi and PHV driver licences (paragraph 2.32). Do you agree with this recommendation?

X Yes

No

No opinion

Comment below if you want to explain your answer.

7. The draft statutory guidance recommends that all licence holders should be required to subscribe to the DBS update service (paragraph 2.38). Do you agree with this recommendation?

X Yes

No

No opinion

Comment below if you want to explain your answer.

8. The draft statutory guidance recommends that appropriate DBS checks are conducted every 6 months (paragraph 2.39). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

7. Licensee self-reporting

9. The draft statutory guidance recommends that drivers and operators should be required to notify the issuing authority within 48 hours upon arrest and release, charge or conviction of any motoring offence or any offence involving dishonesty, indecency or violence (paragraph 2.41). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

8. Referrals to DBS and the police

10. The draft statutory guidance recommends that licensing authorities should make referrals to the DBS when it considers that an applicant or licence holder is thought to present a potential risk of harm to the public (paragraph 2.43). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

9. Overseas convictions

11. The draft statutory guidance recommends that a check of overseas criminality information or 'Certificate of Good Character' should be required, when an individual has spent a period of more than 3 continuous months outside the UK when over the age of 18 (paragraph 2.47). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

10. Other information

12. The draft statutory guidance recommends that licensing authorities should require applicants / licensees to disclose if they have been licensed elsewhere, or have had an application for a licence refused, or have had a licence revoked or suspended by any other licencing authority (paragraph 2.57). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

13. The draft statutory guidance recommends that licensing authorities should use tools such as the national register of taxi and PHV driver licence refusals and revocations (NR3) to improve information sharing (paragraph 2.58). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

14. The draft statutory guidance recommends that the authority considering the application / renewal should consult and consider other licensing decisions in its assessment, when an applicant / licensee discloses they: have had an application refused, or had a licence revoked or suspended elsewhere (paragraph 2.60). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

11. Multi-agency safeguarding hub (MASH)

15. The draft statutory guidance recommends that multi-agency safeguarding hubs (or similar) should be established by licensing authorities to improve the sharing of relevant information (paragraph 2.64). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

12. Complaints against drivers and operators

16. The draft statutory guidance recommends that licensing authorities should produce guidance for passengers on making complaints directly to the licensing authority that must be displayed in licensed vehicles (paragraph 2.66). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

13. Safeguarding awareness

17. The draft statutory guidance recommends that all licensing authorities should require drivers to undertake safeguarding training as a condition of licensing (paragraph 2.72). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

14. Language proficiency

18. The draft statutory guidance recommends that all licensing authorities should consider whether an applicant for a licence is able to communicate in English orally and in writing with customers (paragraph 2.79). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

Mandatory testing for English language ability may not be required but there should be a provision whereby the licensing authority can require proof of English language skills if this is an issue in individual cases

15. Enforcement

19. The draft statutory guidance recommends that licensing authorities should, where the need arises, jointly authorise officers from other authorities so that compliance and enforcement action can be taken against licensees from outside their area (paragraph 2.81). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

16. Criminal record checks for PHV operators

20. The draft statutory guidance recommends that PHV operators (applicants or licensees) should be subject to a basic DBS check (paragraph 2.91). Do you agree with this recommendation?

Yes

X No

No opinion

Comment below if you want to explain your answer.

We would prefer that an enhanced DBS check is carried out on PHV operators (applicants or licensees), this is our current practice.

17. PHV operators - ancillary staff

21. The draft statutory guidance recommends that PHV operators should, as a condition of licensing, be required to keep a register of all staff that will take bookings or dispatch vehicles (paragraph 2.97). Do you agree with this recommendation?

X Yes

No

No opinion

Comment below if you want to explain your answer.

22. The draft statutory guidance recommends that PHV operators should be required to evidence that they have had sight of a basic DBS check on all individuals listed on the above register (paragraph 2.97). Do you agree with this recommendation?

X Yes

No

No opinion

Comment below if you want to explain your answer.

23. The draft statutory guidance recommends that PHV operators should be required to provide to the licensing authority their policy on employing ex-offenders that will take bookings or dispatch vehicles as a condition of licensing (2.98). Do you agree with this recommendation?

X Yes

No

No opinion

Comment below if you want to explain your answer.

18. PHV operators - use of passenger carrying vehicles (PCV) licensed drivers

24. The draft statutory guidance states that a PHV operator may not use a driver who does not hold a PHV licence (but may hold a PCV licence) to use a public service vehicle to carry out a PHV booking. This would be a condition of the operator's licence (paragraph 2.100). Do you agree with this recommendation?

X Yes

- No
- No opinion

Comment below if you want to explain your answer.

19. PHV operators – record keeping requirements

25. The draft statutory guidance recommends that PHV operators should, as a condition of licensing, be required to record the information detailed in paragraph 2.101. Do you agree with this recommendation?

X Yes

- No
- No opinion

Comment below if you want to explain your answer.

20. In-vehicle visual and audio recording - CCTV

26. The draft statutory guidance recommends that licensing authorities should carefully consider potential public safety benefits and potential privacy issues when considering mandating that taxis and PHVs have CCTV installed (paragraphs 2.104 to 2.109). Do you agree with this recommendation?

X Yes

- No
- No opinion

Comment below if you want to explain your answer.

27. The draft statutory guidance recommends that CCTV recordings in taxis and PHVs should be encrypted and accessible only by licensing authority officials (if acting a data controller), the police or when subject to a data subject access request (paragraph 2.114). Do you agree with this recommendation?

X Yes

- No
- No opinion

Comment below if you want to explain your answer.

21. Stretched limousines

28. The draft statutory guidance recommends that licensing authorities should consider licensing vehicles with an Individual Vehicle Approval certificate, even if the passenger capacity is unclear, but under the strict condition that the vehicle will not be used to carry more than 8 passengers (paragraph 2.118). Do you agree with this recommendation?

X Yes

- No

No opinion

Comment below if you want to explain your answer.

22. Previous convictions guidance

29. The draft statutory guidance recommends that the Department for Transport should issue guidance on the assessment of previous convictions (paragraph 2.50). Do you agree with this recommendation?

Yes

No

No opinion

Comment below if you want to explain your answer.

30. Annex A of the draft statutory guidance provides a list of offences to aid consistency in the 'fit and proper' assessment for licences. Do you think that the list provides enough detail to do this?

Yes

No

No opinion

Comment below if you want to explain your answer.

31. Are there any offences that should be added to the list in Annex A?

Yes

No

No opinion

23. Other offences

32. If you answered yes, please list the offence(s) and the period you consider appropriate to prevent the granting of a licence under most circumstances.

n/a

24. Impact assessment

33. Do you have data relating to alleged offences committed in licensed vehicles either against or by passengers? If you have and are prepared to share this with us please add to your response.

No

34. If you have any comments or other data that may be relevant to the Impact Assessment please provide this.

n/a

Ways to respond

Email this completed document to: SG-Consultation2019@dft.gov.uk

Or post it to:

Department for Transport

Buses and Taxis Division (Statutory Guidance 2018 Consultation)

Great Minster House

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